

Maps

ROADS

MIGRATION ROUTES

PUTTING YOUR ANCESTORS IN
THEIR PLACE

MAPS

ROADS

MIGRATION ROUTES

**PUTTING YOUR ANCESTORS IN
THEIR PLACE**

HOAGLAND.

A. Devilbiss

ENGLISH
DEVILBISS
ADD.

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WOODBURN

MAP OF

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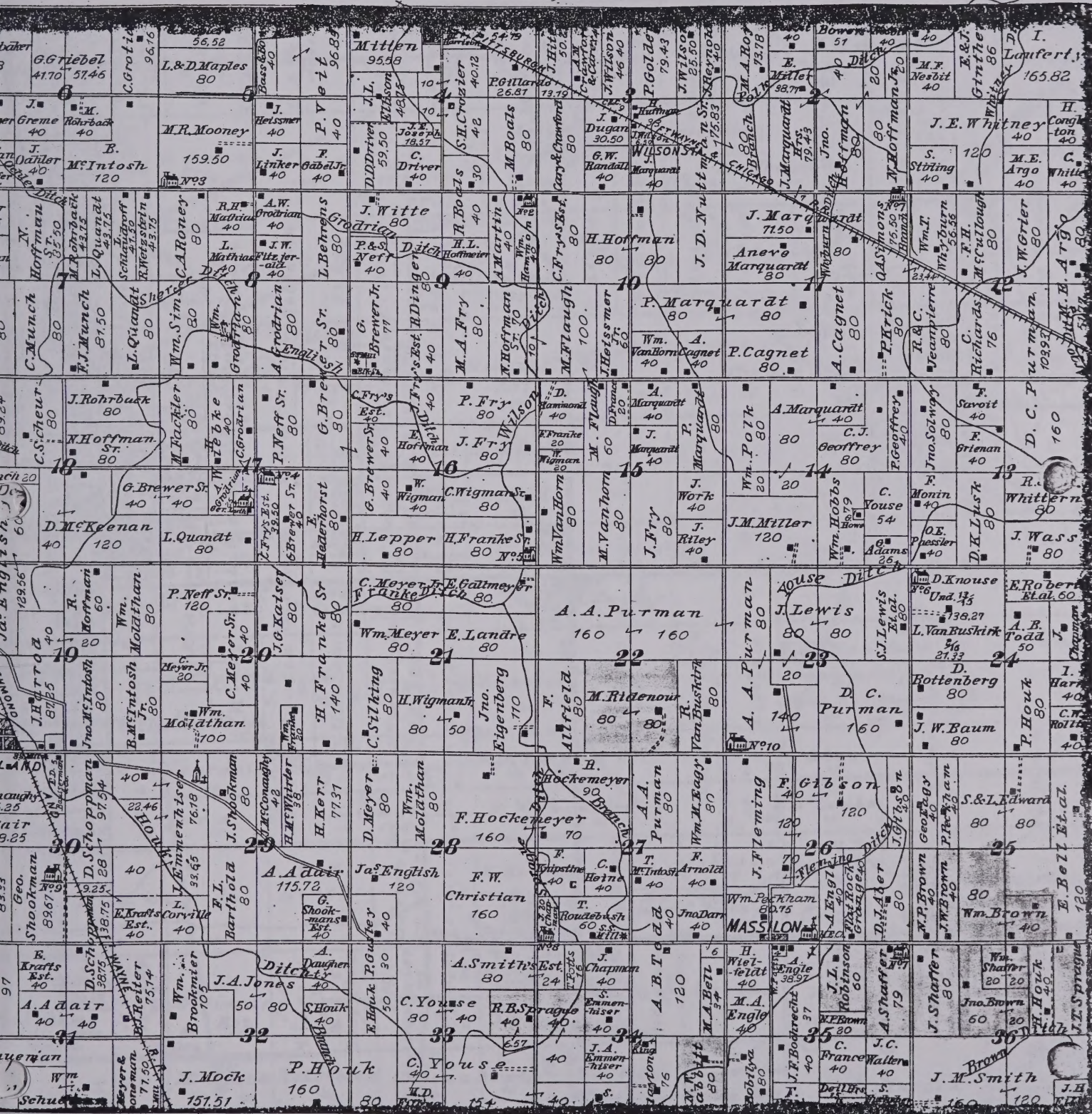


MAP OF

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T.29N., R.14E.



REPORT OF THE
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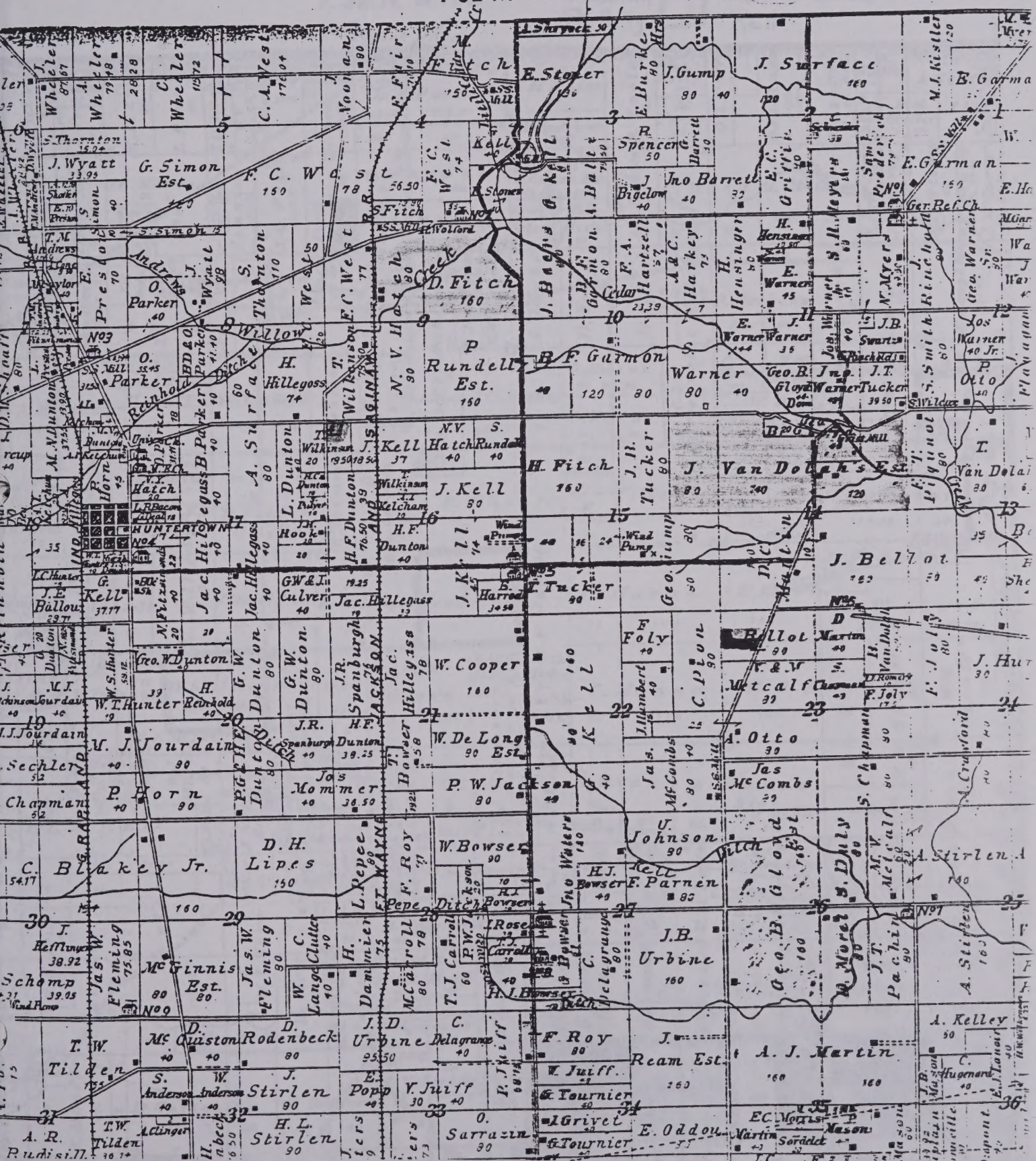
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TOWNSHIP

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Stoner (M11)



TOWNSEND

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T. 32. N. R. 11. E.

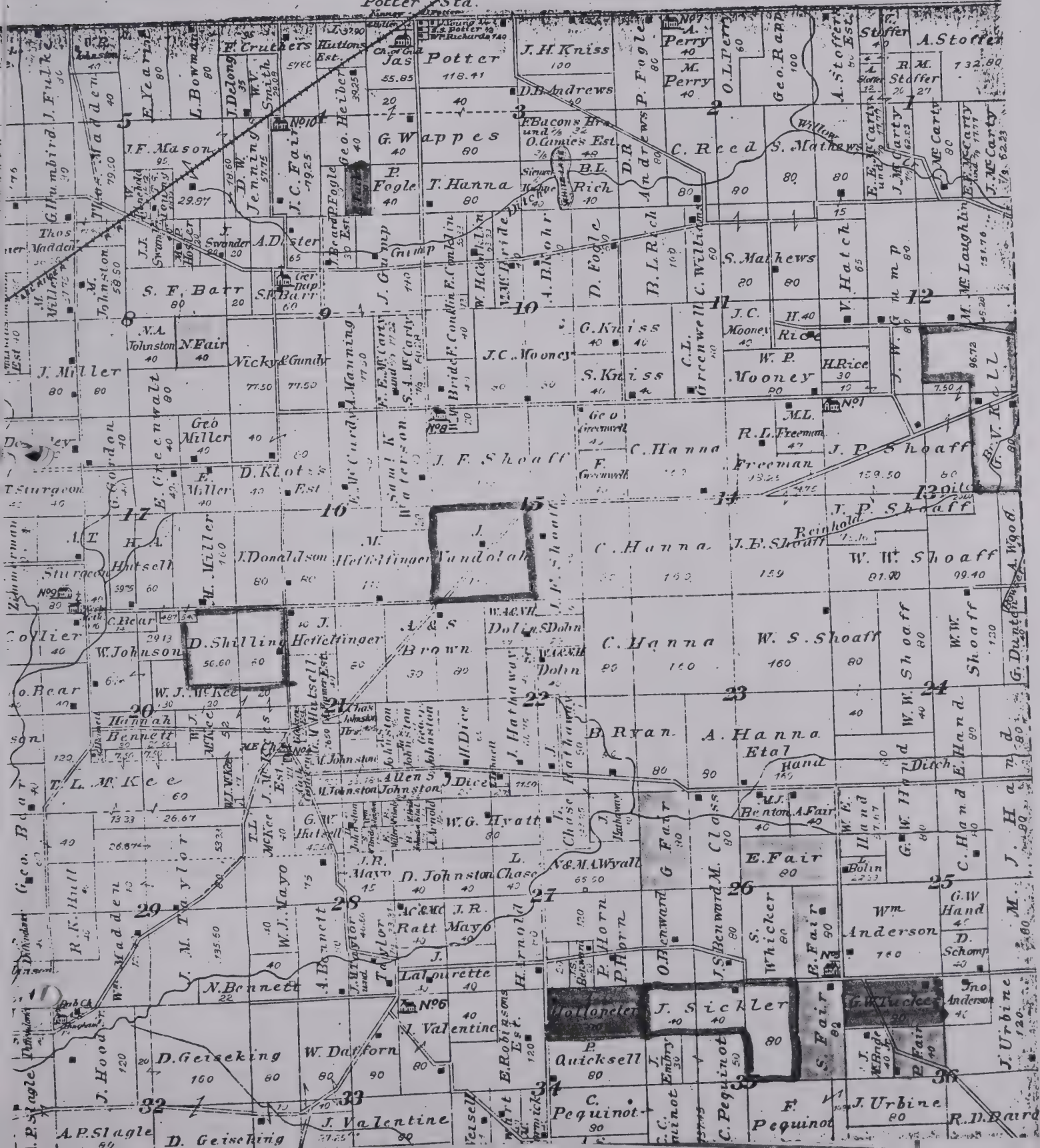
Vandolah

Jeff Sickler

Shilling

Kell

Potter Sta.



33N.

Road 68-

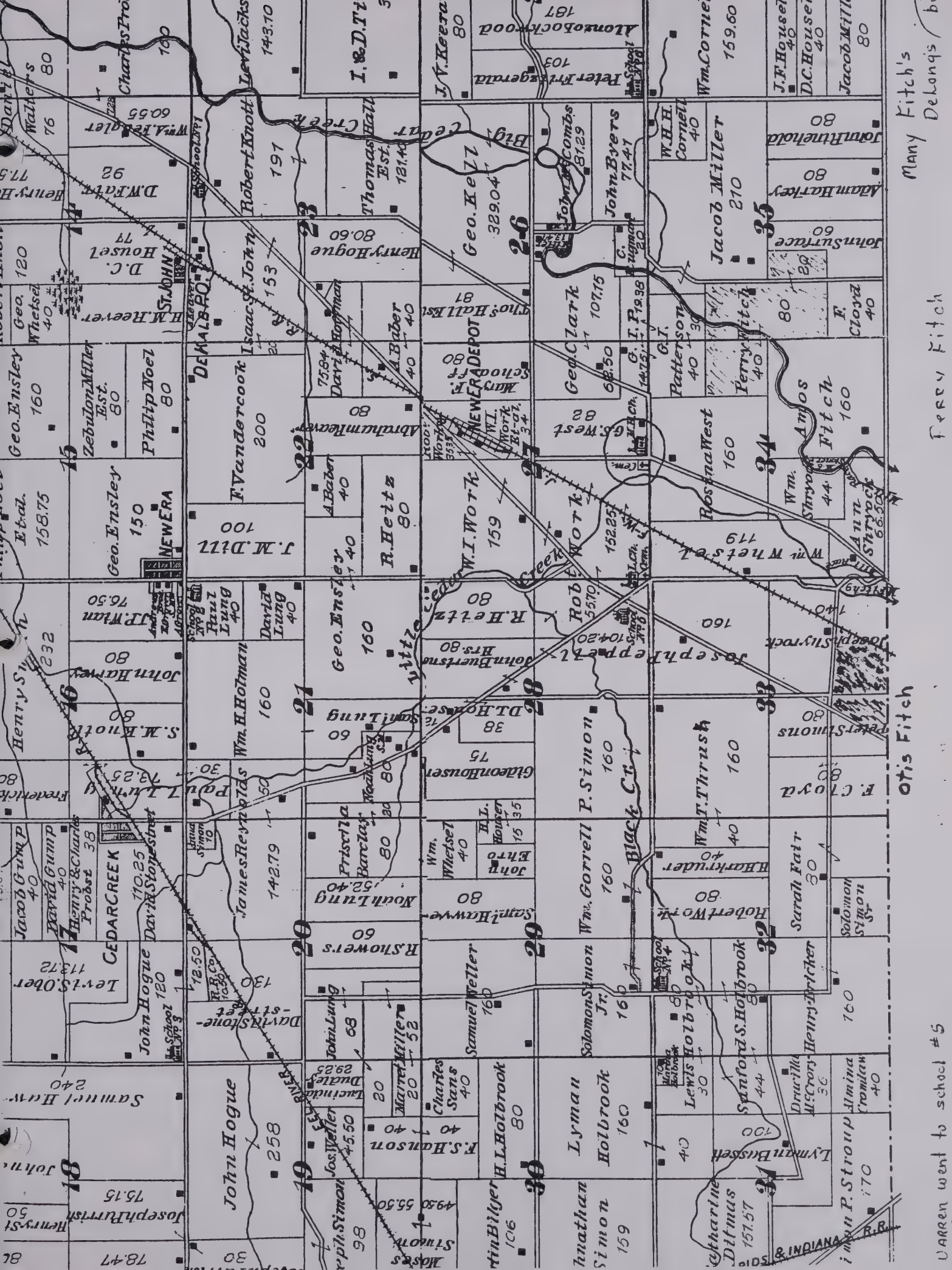
my dad's (Guy Brown) Garrett Farm

John Fitch

Cedar Chapel Cemetery

DeKalb County





DeKalb Co.

Otis Fitch

FERRY Fitch

Many Kitch's
DeLong's
Fairs

'REEK STA.
20 Ft. to the Inch

NEW ERA

NORTH ST.

72

73

bu
Cedar
Rc2

ORANGE.

on Street 19 Concord Tp

BUSINESS DIRECTORY.

Hawthorn & Hamilton Bros
Orange Mills
D. N. Smith, Dry Goods &
Groceries
David Vinton, Tanner



SPENCERVILLE.

Street 98 N. 43 Concord



SH BUSINESS DIRECTORY.

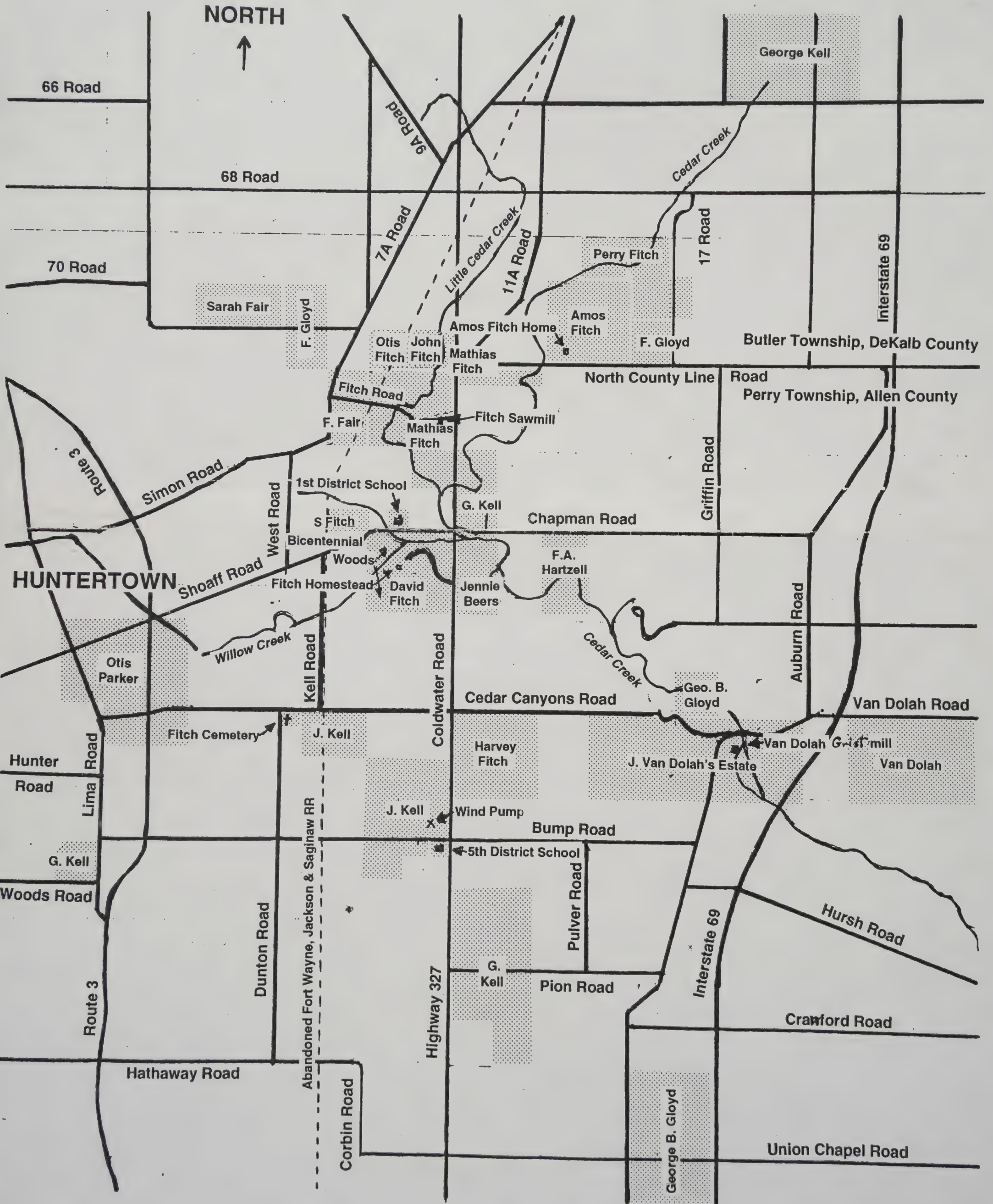
John Zimmerman, Wooden Box & St. Hill.
Simon Ock & Dry Goods & Clothing
Silbury & Ackerman, Dry Goods & Clothing
W. D. Hyer, Physician & Surgeon.
J. E. Stewart, Druggist.

Nathaniel & Sarah Fitch Family Map

Shaded areas represent land in Allen and DeKalb Counties that was owned by the Fitch family or its relatives around 1880.

The locations of the mills, schools, houses, etc. are approximate.

As a indication of size, the Fitch Homestead quadrant is 160 acres.

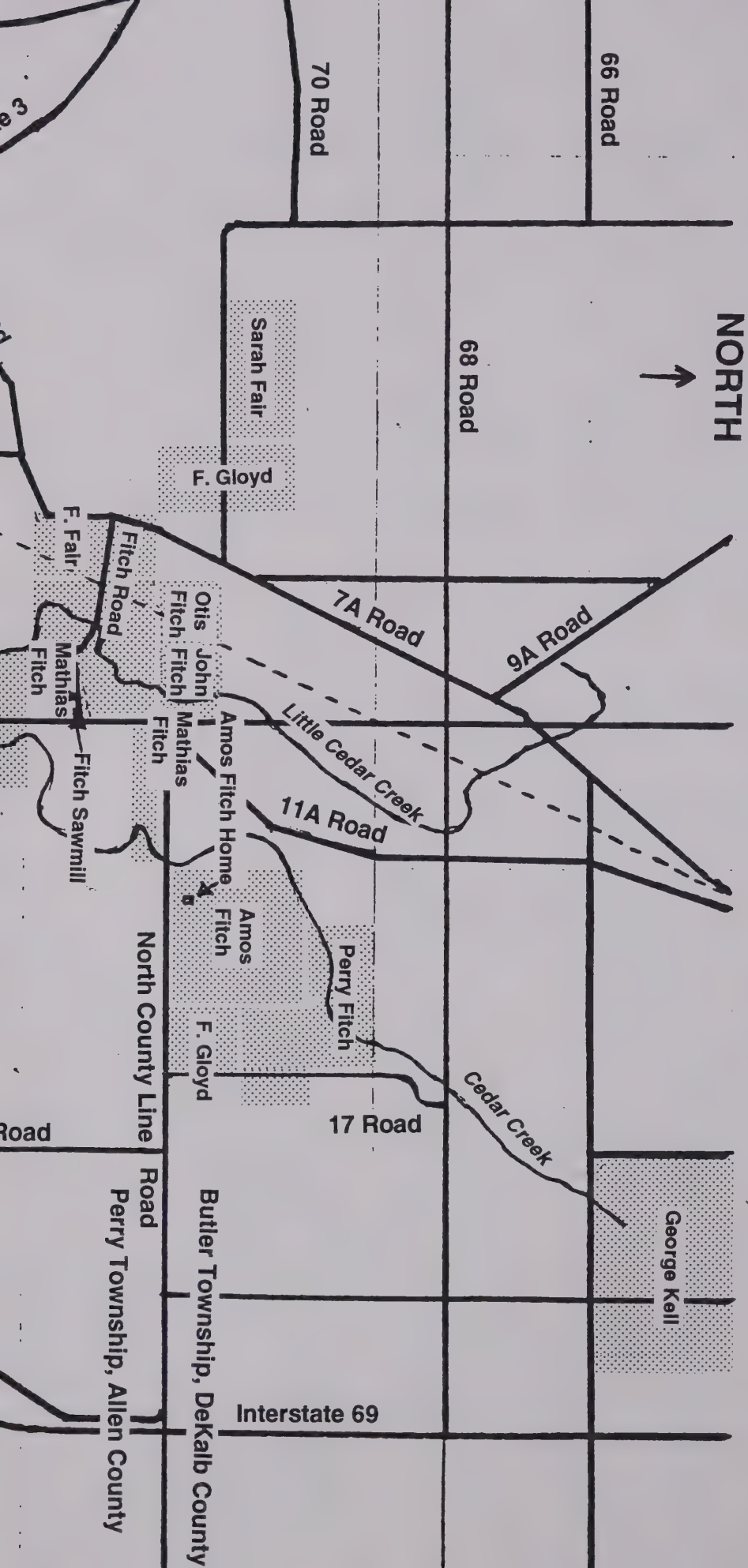


Nathaniel & Sarah Fitch Family Map

Shaded areas represent land in Allen and DeKalb Counties that was owned by the Fitch family or its relatives around 1880.

The locations of the mills, schools, houses, etc. are approximate.

As a indication of size, the Fitch Homestead quadrant is 160 acres.

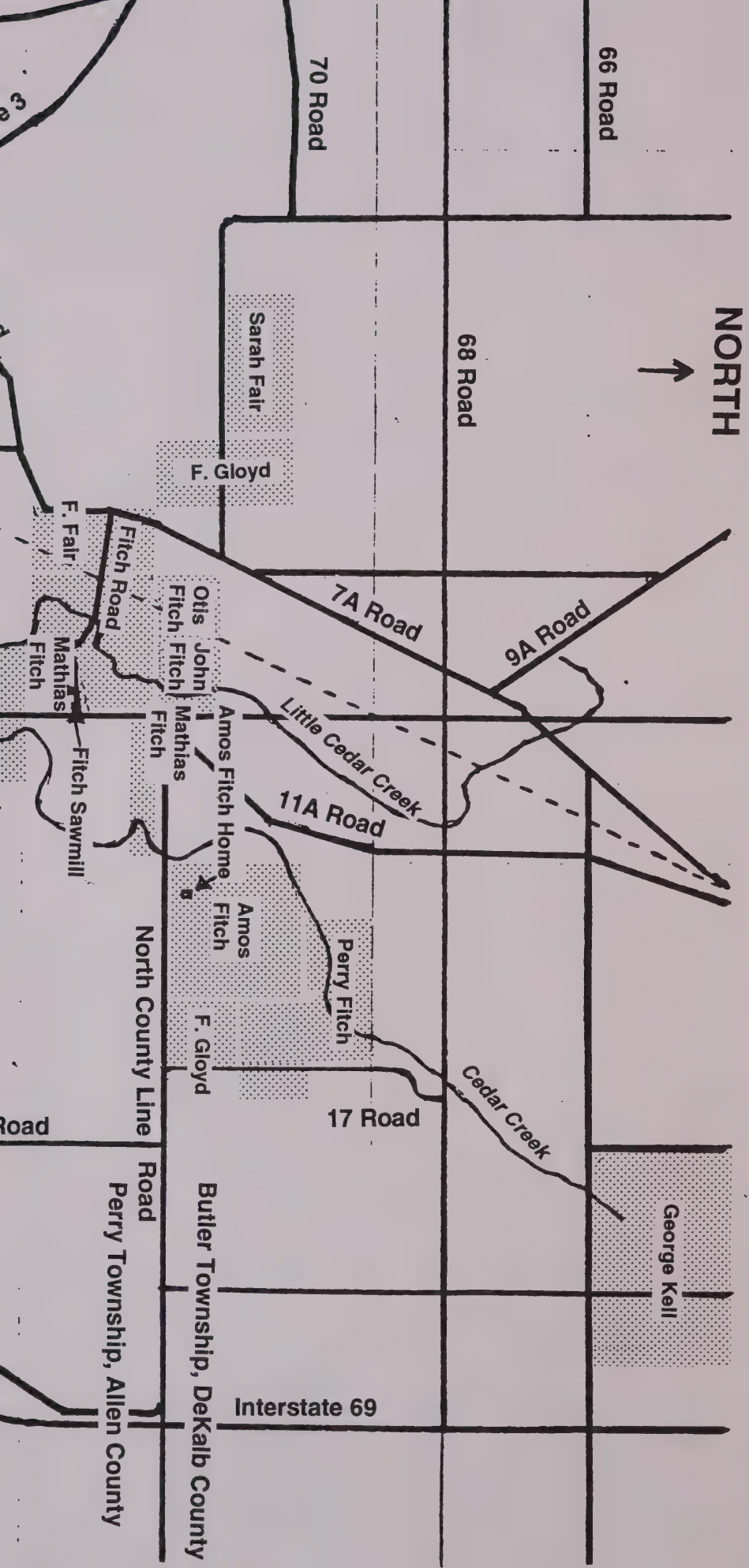


Nathaniel & Sarah Fitch Family Map

Shaded areas represent land in Allen and DeKalb Counties that was owned by the Fitch family or its relatives around 1880.

The locations of the mills, schools, houses, etc. are approximate.

As a indication of size, the Fitch Homestead quadrant is 160 acres.



Concord Township

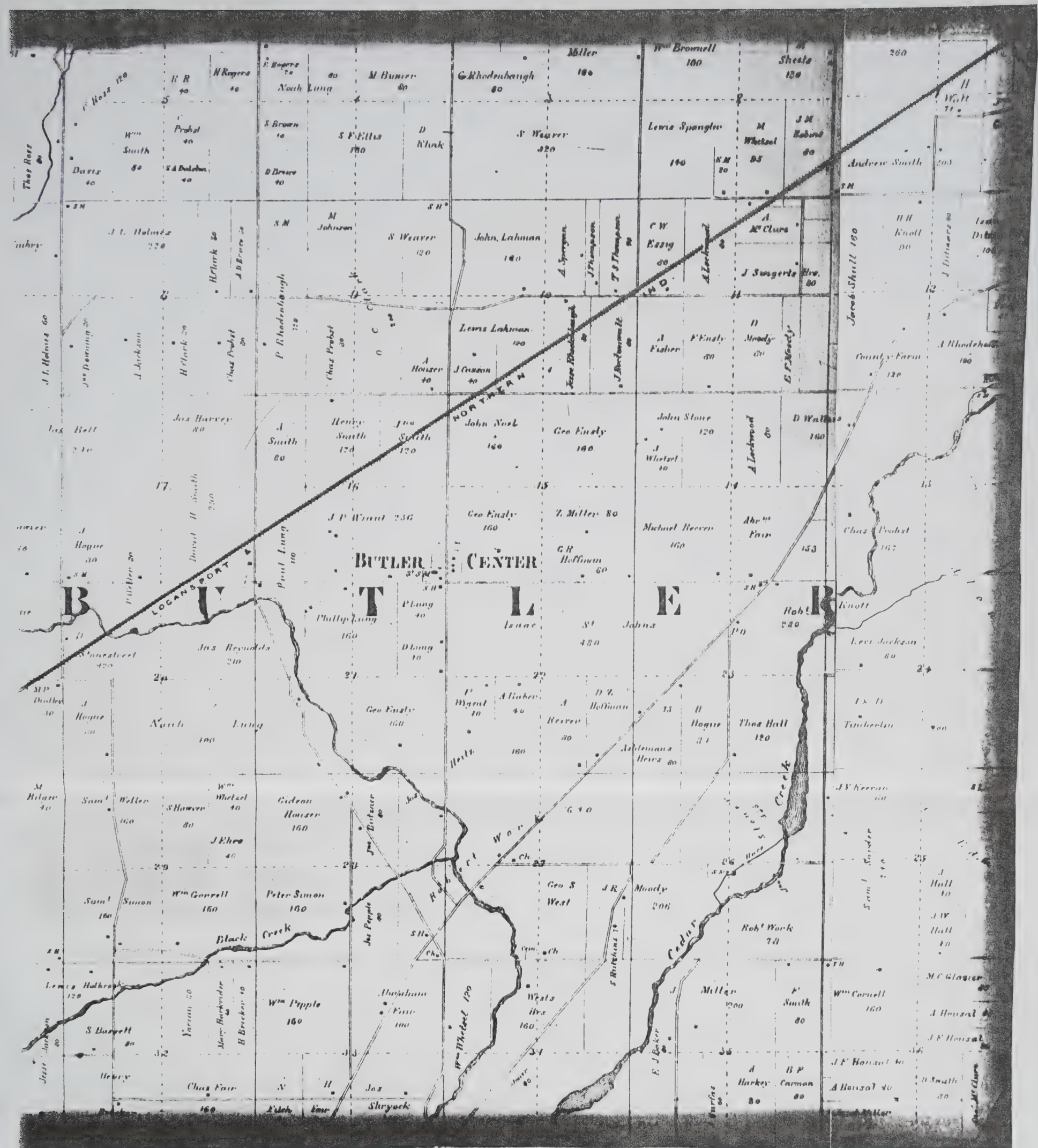


Directory of Concord Township

Allen Aaron	1	Lawhead, Samuel	10
Al J Geo. H	26	Lawrence, Philander	13
Bishop, P.	30	Layman, Philip	18
Bittinger, Geo	30	Millman, John	24
Catlin, Mary A.	31	Monroe, Wm.	8
Chellis, John A.	31	Miller, J. T.	16
Coburn, John F.	21	McNail, Wm.	31
Coburn, H. G.	24	Reynolds, Frank	6
Caso, Erasmus	28	Shutt, John	34
Dragoon, A.pheus	15	Shutt, Wm.	30
Dils, Jacob	22	Scholes, Nelson	14
Dragoon, James	7	Shilling, J. E.	5
Dragoon, O. W.	7	Shilling, S.	19
Dawson, Mithers C.	33	Sechler, Levi	11
Ervin, James	19	Sechler, Rudolph	1
Fletcher, A.	33	Smith, Levi	36
Fields, Henry	35	Testason, W.	15
Geo Harmon	13	Widney, Samuel L.	2
Henderson, Wm.	32	Widney, John P.	15
Hadsel, James	26	Widney, Samuel	11
Johnson, Robert	31	Willmot, Geo. W.	23
Jackson, A.	36	Woodcox, Solomon	13
Koch, Gottlieb	36	Yarnell, Jacob	13
Koch, Simon	36	Zahner, Daniel	35
Lawhead, Isaac	11	Zahner, David	35



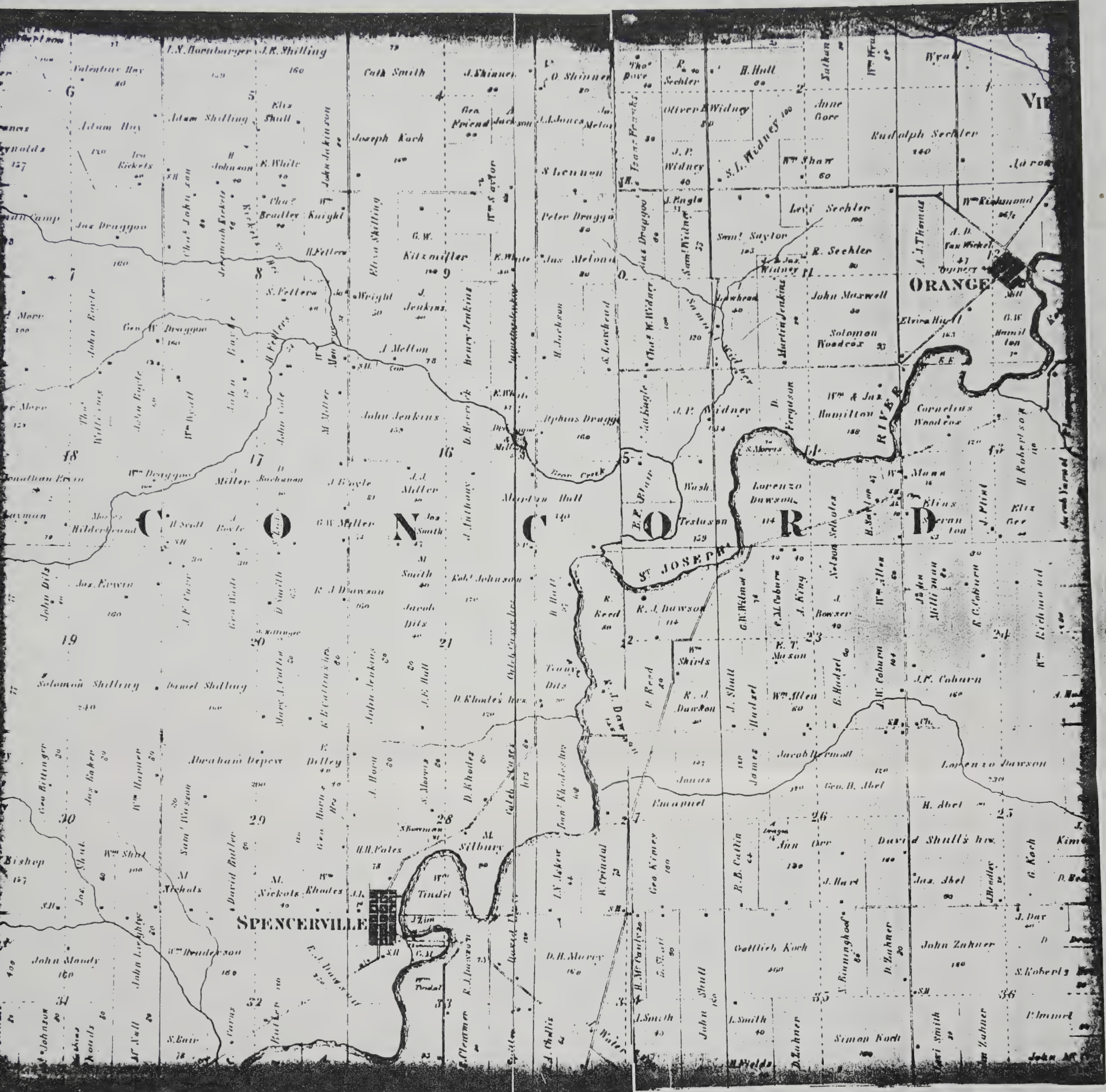
Butler Township



Directory of Butler Township

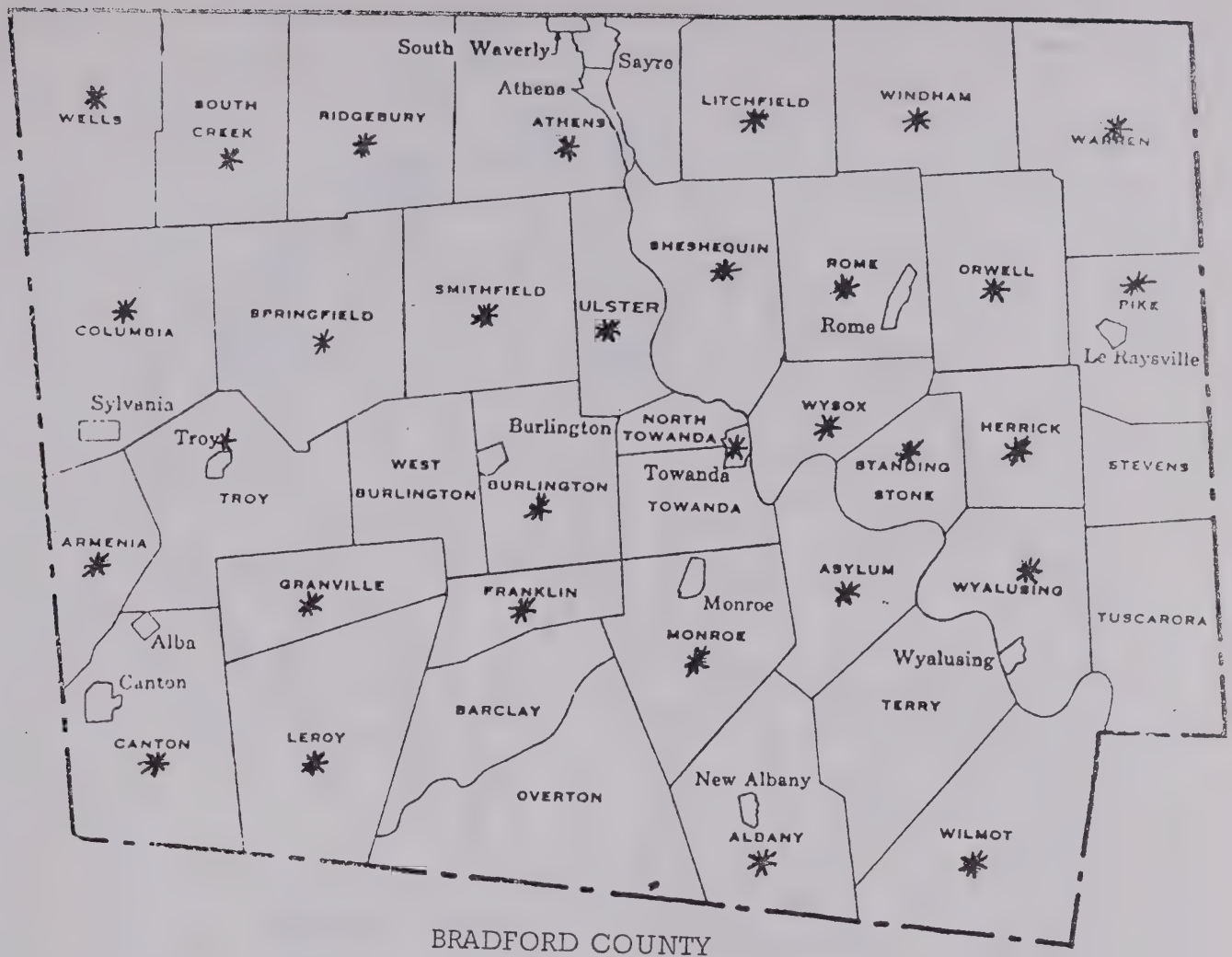
Barnett, S.	12	Lung, Philip	21
Bilger, Martin	40	Lung, Noah	21
Baker, Akilla	22	Miller, Jeremiah	3
Bruce, D.	16	McClure, George	36
Cornell, Wm.	6	Moody, John R.	27
Clark, Henry	7	Pepple, Wm.	33
Easley, Geo.	17	Pifer, Peter, Jr.	17
Fair, Abraham	40	Smith, David H.	17
Grube, John (Assessor)	11	Sheets, Michael	2
Hoffman, G. R.	10	Simon, Samuel	29
Hoffman, D. Z. (Tp. Trustee)	23	Snyder, Samuel	25
Hogue, John	19	Simon, Jonathan	30
Hogue, Henry	25	Shryock, Joseph	33
Hall, Thomas	20	Stroup, S. P.	31
Harkey, Adam	30	Timberlin, Isaac	21
Hawvor, Samuel	18	Waller, Philip	17
Holbrook, Lewis	31	Waller, Joseph	19
Holmes, L. J.	8	Waller, Samuel	29
Houser, Gideon	28	Whetzel, Michael	11
Jackson, Levi	24	Work, Robert	27
		Wient, J. P.	16

Concord Township

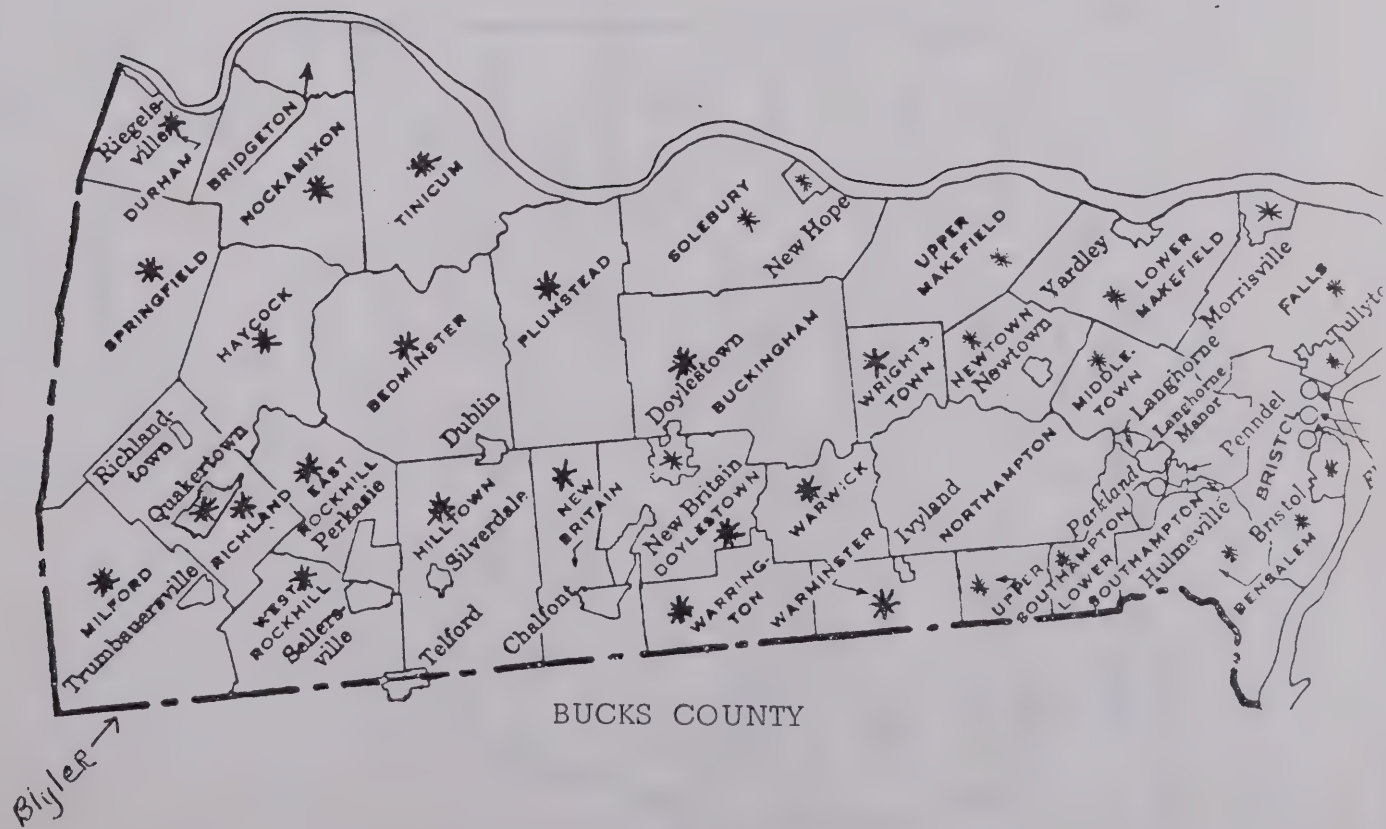


Directory of Concord Township

Allen, Aaron	1	Lawhead, Samuel	10
Allen, Geo. H.	20	Lawrence, Philander	13
Bishop, J.	30	Layman, Philip	18
Bittinger, Geo.	40	Millman, John	24
Catlin, Mary A.	50	Monroe, Wm.	8
Chellis, John A.	60	Miller, J. T.	16
Coburn, John F.	70	McNall, Wm.	31
Coburn, R. G.	24	Reynolds, Frank	6
Case, Ephraim	28	Shutt, John	34
Dragoon, Alpheus	15	Shutt, Wm.	30
Dilla, Jacob	22	Scholes, Nelson	14
Dragoon, James	7	Shilling, J. E.	5
Dragoon, O. W.	7	Shilling, S.	19
Dawson, Milver C.	33	Sechler, Levi	11
Ervin, James	19	Sechler, Rudolph	1
Fletcher, A.	33	Smith, Levi	36
Fields, Henry	35	Testason, W.	16
Geo. Harmon	13	Widney, Samuel L.	2
Henderson, Wm.	32	Widney, John P.	15
Hadsel, James	26	Widney, Samuel	11
Johnson, Robert	31	Wilmot, Geo. W.	23
Jackson, A.	36	Woodcox, Solomon	13
Koch, Gottlieb	36	Yarnell, Jacob	13
Koch, Simon	36	Zahner, Daniel	35
Lawhead, Isaac	11	Zahner, David	35

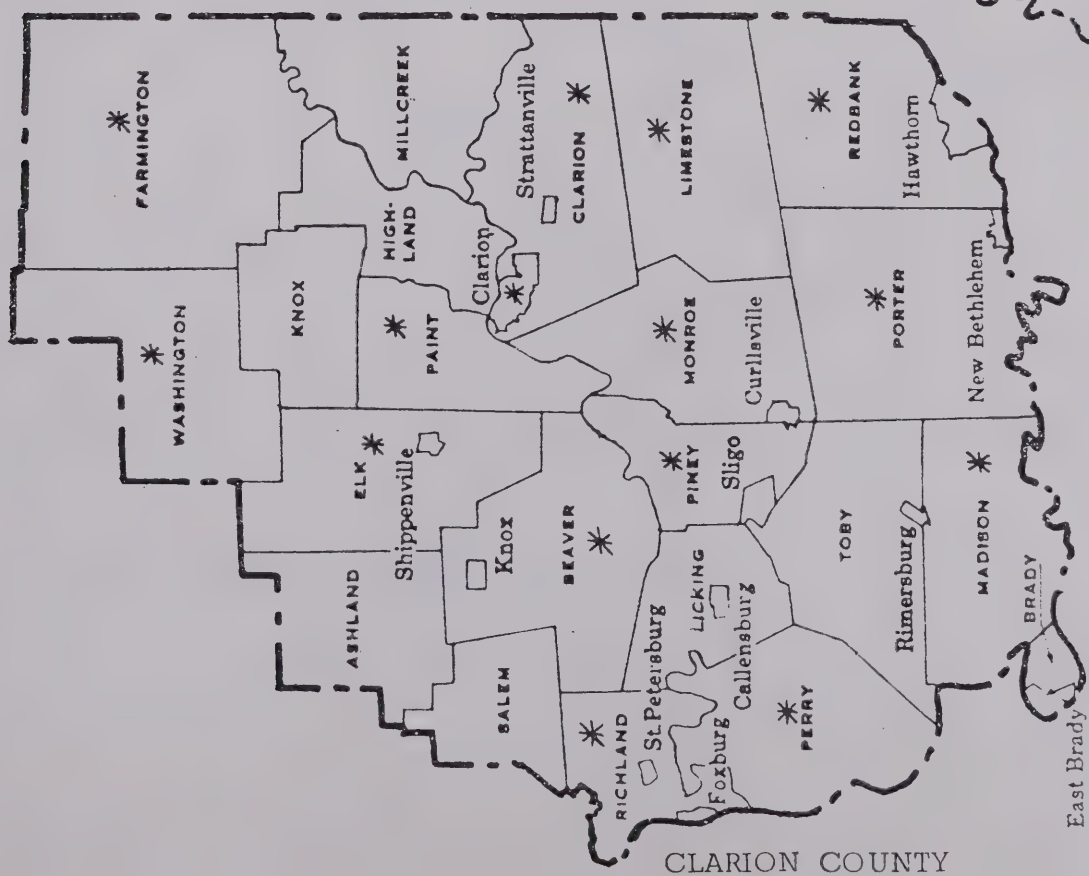


BRADFORD COUNTY

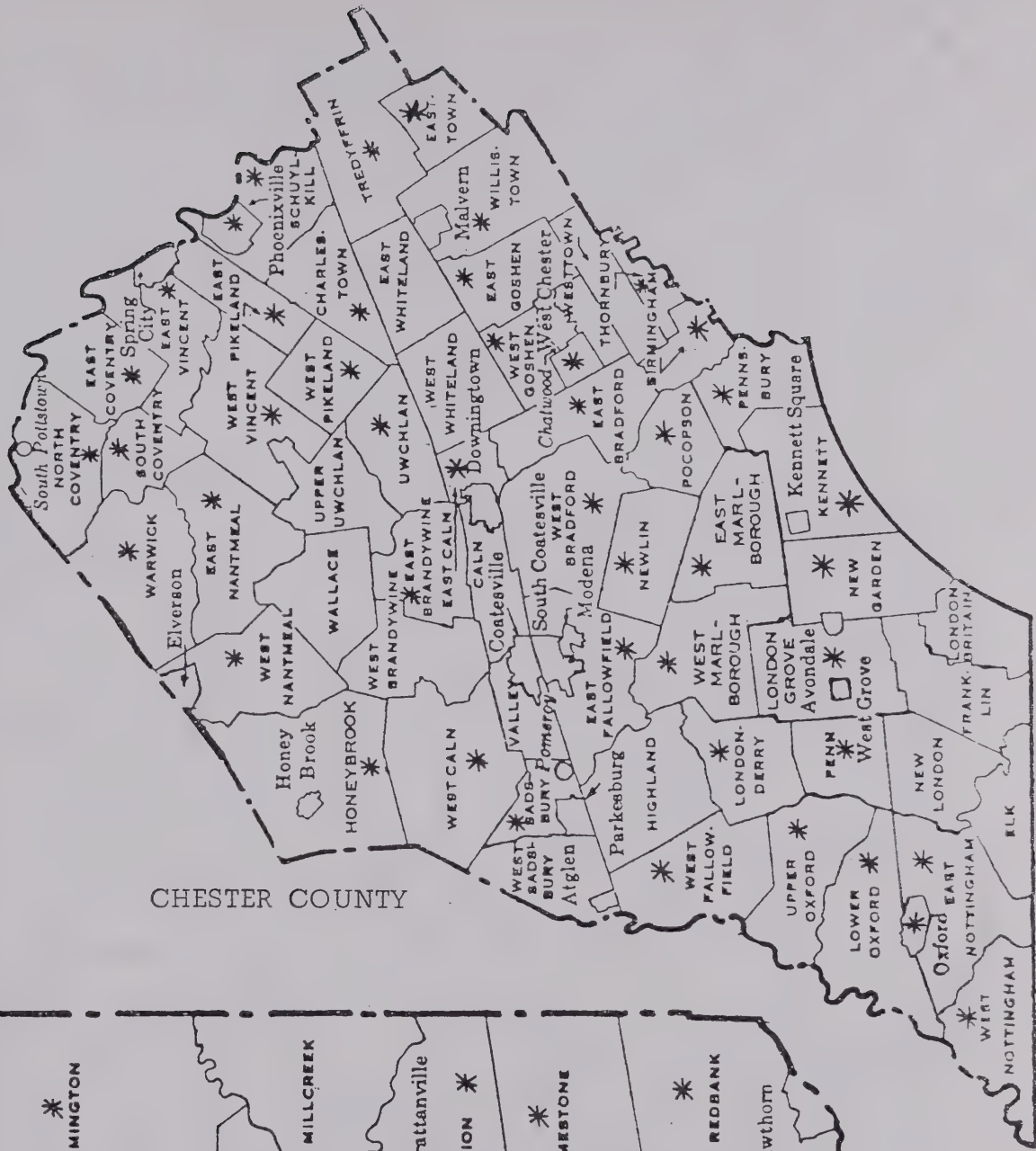


BUCKS COUNTY

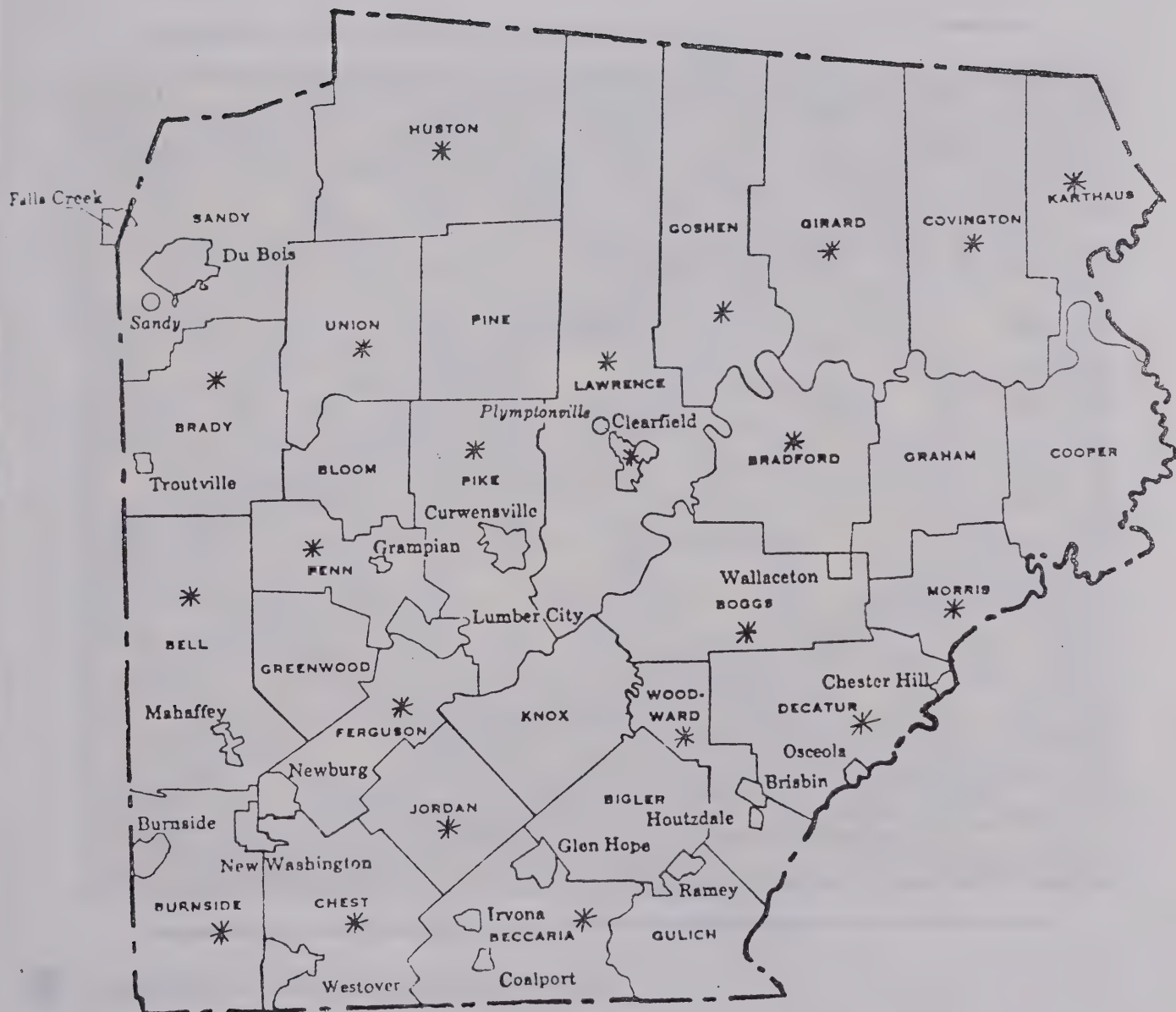
Bigler →



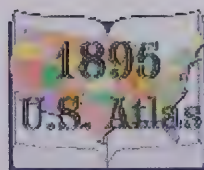
CLARION COUNTY



CHESTER COUNTY



CLEARFIELD COUNTY



LEBANON COUNTY

PENNSYLVANIA 1895



[1895 PENNSYLVANIA ATLAS MAIN PAGE](#)



[1895 PENNSYLVANIA COUNTY LIST](#)



[1895 U.S. Atlas Main Title Page](#)



THE UNIVERSITY OF CHICAGO

PHILosophy 101



1. The first part of the course...

2. The second part of the course...

3. The third part of the course...



On the Trail of Our Ancestors

Revolutionary War Non-Associators in Bethel Township Lancaster County, 1777 *by Donna Speer Ristenbatt*

URL of this site: <http://www.ristenbatt.com/genealogy>

Assessment of the Non-Associators of Bethel Twp. 1777

NOTE: Bethel Twp. is now part of Lebanon County, PA.

Name of Man

Beshore, George
Bender, Adam
Buchmeyer, Frederick
Brand, Adam
Brand, Adam
Breghtbill, Chrs.
Been, Gaul
Bickel, Jacob
Bicksler, Joseph
Brubacher, John
Brubacher, Henry
Been, John
Beshore, Daniel
Cnagy, Ulrich
Cnagy, Yost
Fugs, Henry
Fetterhaff, Mathias
Feterhaff, Baltzer
Fetterhaff, Jacob
Fetterhaff, Baltzer, Jr.
Gerst, Dewalt
Groh, Christian
Groh, Isaac

Name of Man

Huntsecker, Samuel
Heckman, Jacob
Krall, Isaac
Long, Chris
Light, John
Lentz, Chris
Long, Daniel
Long, Killian
Mayer, Jacob
Newcomer, Jacob
Oberholtzer, Martin
Oberholtzer, Jacob
Pefly, Jacob
Pefly, David
Rup, Peter
Snebly, Jacob
Shewy, Ludwig
Strom, Abraham
Snebly, Isaac, Jr.
Wolf, Nicklain
Wengert, John
Wengert, Christian
Wolf, Christian

Gerst, Nick.
Gerst, Frederick
Gassert, Philip
Gerst, Nicholas, Jr.
Groh, Michael
Hershberger, Peter
Haltiman, John
Huntsecker, Christian

John Bear
Henry Ness
Henry Umholtz
Peter Beshore
Jacob Lemy, Jr.
John Groh
John Shower
Peter Shouer

SOURCE: History of the Counties of Dauphin and Lebanon in the Commonwealth of Pennsylvania; Biographical and Genealogical by William Henry Egle; Everts and Peck; 1883



[HOME PAGE](#) [PHOTO ALBUM](#) [SURNAMEs](#) [PERSONS](#) [E-MAIL](#)

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Alexander Montgomery	John Patton/DeKS Co.	Peter Enshinger
Nicholas Wolf		Jacob Hoffman
Jacob Hains	Michael Brown	Jacob Killinger
Christian Kreamer	Daniel Angst	Sebastian Wolf
Bernard Raugh	Herman Cook/Virginia	John Foster
Benja Clark	Peter Thomas	Solomon Sine/Jersey
John Daugherty	Robert Lusk	
John Welsh	Henry Mathews	John Shaffer
Michl Koppenhaven	Christn Hepting	Michael Holderbaum
Justus Lochbaum	Andrew Graff/by Sanr.	Philip Frank
Michael Stuckey		Robert Forsyth
Jacob Carbach	John Cook	Michael Burtenback
Herman Sature	Daniel O'Kearney	John Sweigart Imboden
Nathan Patton	John Martin	Robert Forsyth
James Miller	David Battorf	John Thomah

Given under my hand and seal the day & year first above written.-----John Thome (L.S.)

SOURCE: Lancaster County Pennsylvania Deed Abstracts & Revolutionary War Oaths of Allegiance, Revised and Enlarged Edition, Deed Books A through M; 1729 through c1770 with adjoining Landowners & Witnesses; compiled by R. Thomas Mayhill; The Bookmark Publishers; 1965. **Note:** The original source for the Oaths of Allegiance is Lancaster County Deed Book L.



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On the Trail of Our Ancestors

Revolutionary War Oath of Allegiance in Lebanon Twp. Lancaster County, PA, 1777 *by Donna Speer Ristenbatt*

URL of this site: <http://www.ristenbatt.com/genealogy>



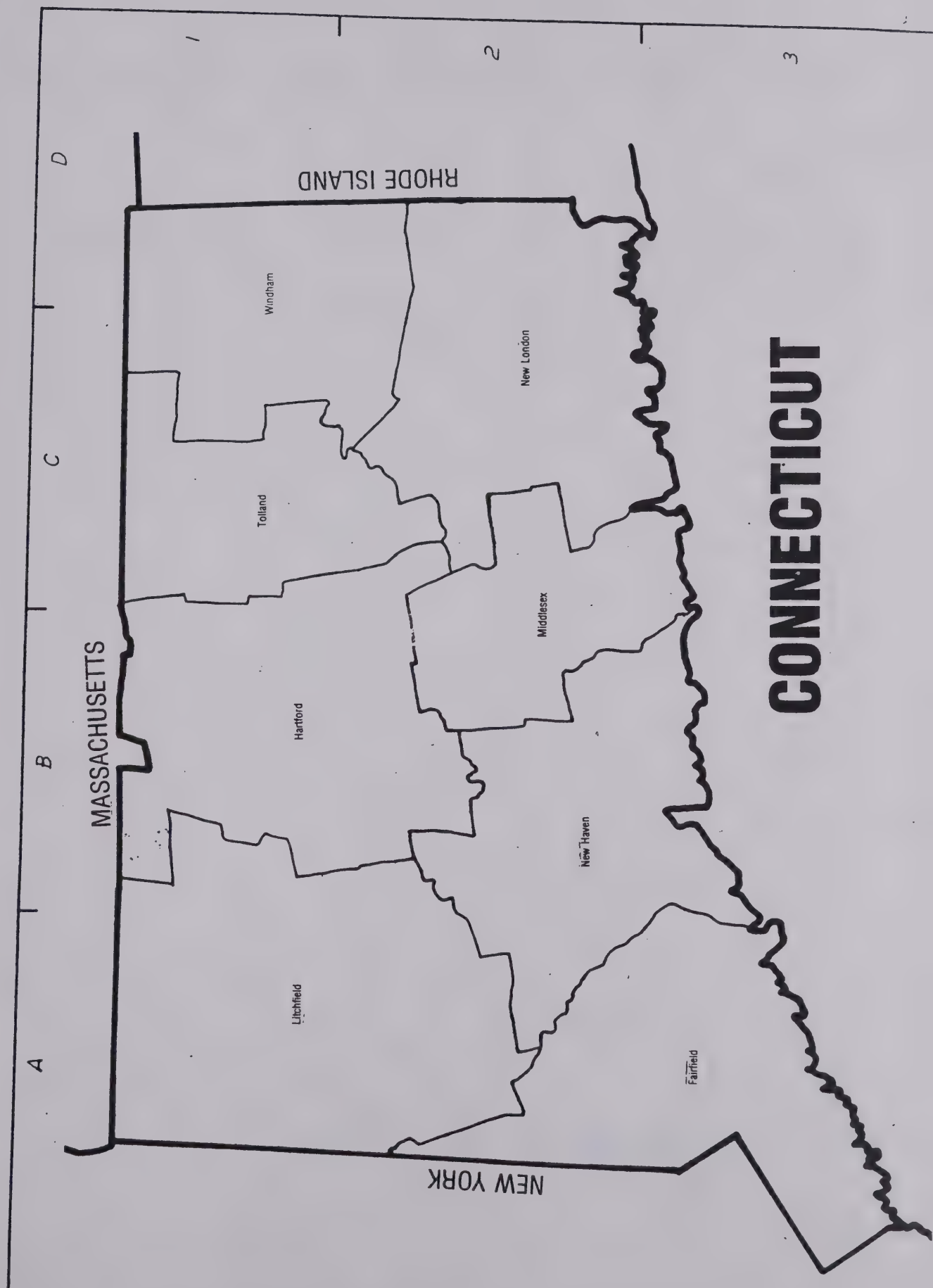
Oath of Allegiance, Lebanon Twp., Lancaster County, PA

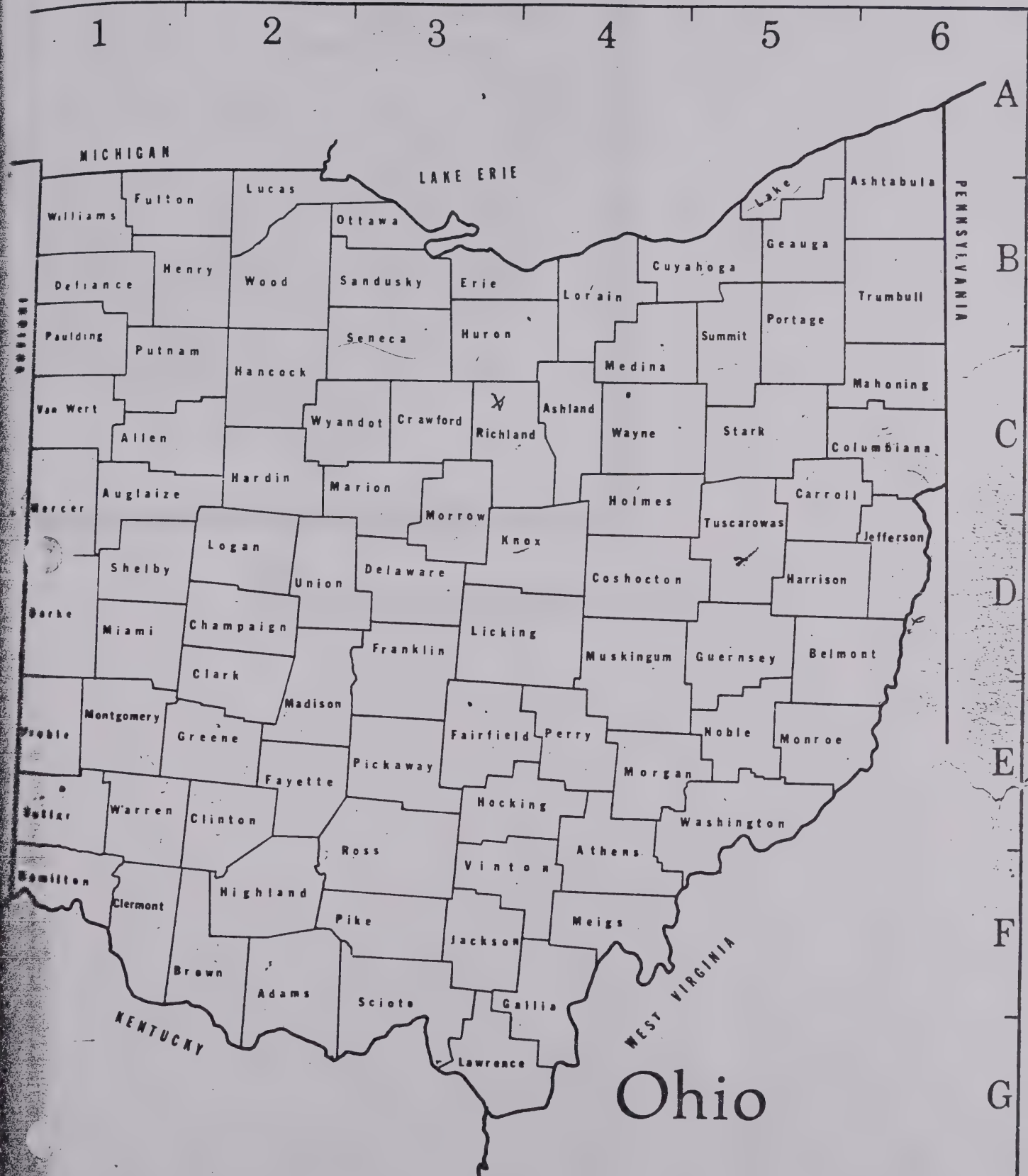
NOTE: Lebanon Twp. is now part of Lebanon County, PA.

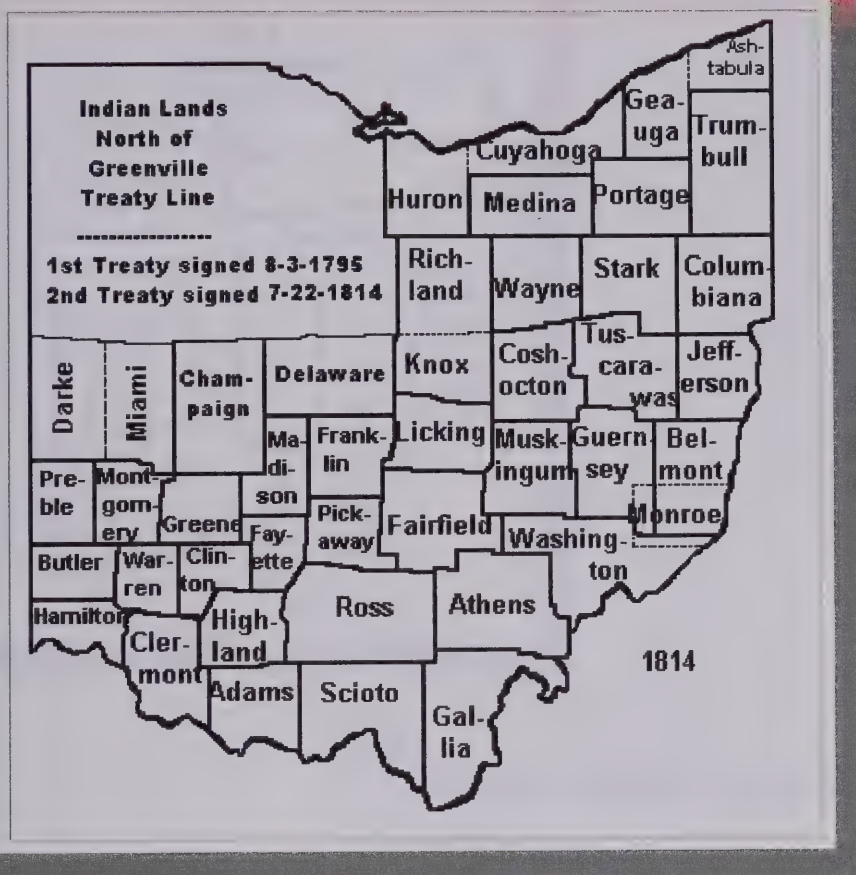
List 392T Lebanon Sept. 27, 1777, Lancaster County SS: According to Mayhil source given below, this list is a continuation of List 391B (2)

Name of Man	Name of Man	Name of Man
Alexander White	John Mees	Rudolph Miller
Christr Amilong	Michael Holman	Martin Miller
Jacob Follmer	Philip Wagner	John Steger
George Shaller	Nicholas Mundshaw	John Clark
John Klein	Charles Johnston	Joseph Allen
John Nicholas Bastian	Peter Hedrich	Edward Ashcraft
	Adam Harper	John Wetiner
Johnathan Gray	James Glenn	John Peters
John Swartz	John Graham	William Sisler
Daniel McClure	Jacob Laubsher	Melcker Ditzler
David Irwin	Jacob Foght	Matthias Harder
Jacob Steger	Richard Katchem	Edward Bryans Sr.
Archibald Sloan	Leonard Schell	Dixon Hall
Philip Shatz	David Steel	Christr Bien
Jacob Harman	John Wetzler	John Michl Horn
Andrew Klunck	John Gingrich	Anthony Weldy
John Emrigh	Henry Hinkel	Lazarus Stewart
Peter Becker	George Miley	Balthas Fetherhauf
Anthony Kapp	Edward Bryans Sr.	Henry Rewalt
Nicholas Mees	John Maxwell Smith	Lewis Weiss/Phila.
Alexander Montgomery	John Patton/Berks Co	Peter Ensminger

CONNECTICUT



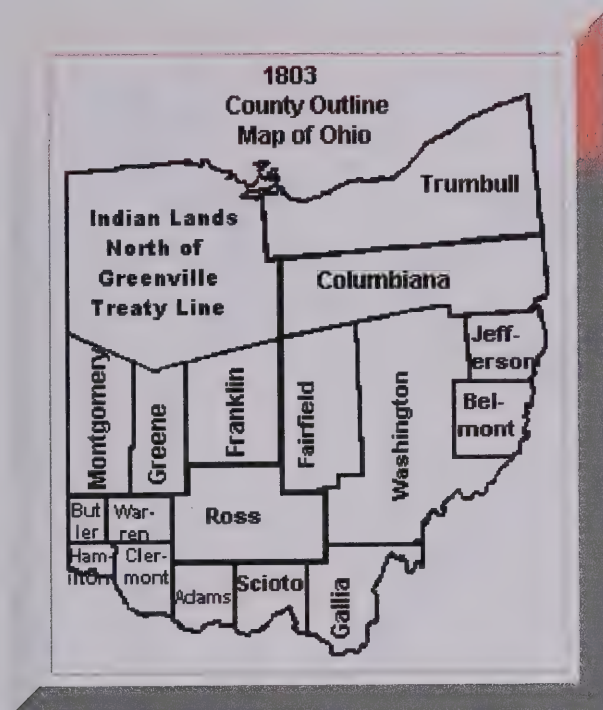




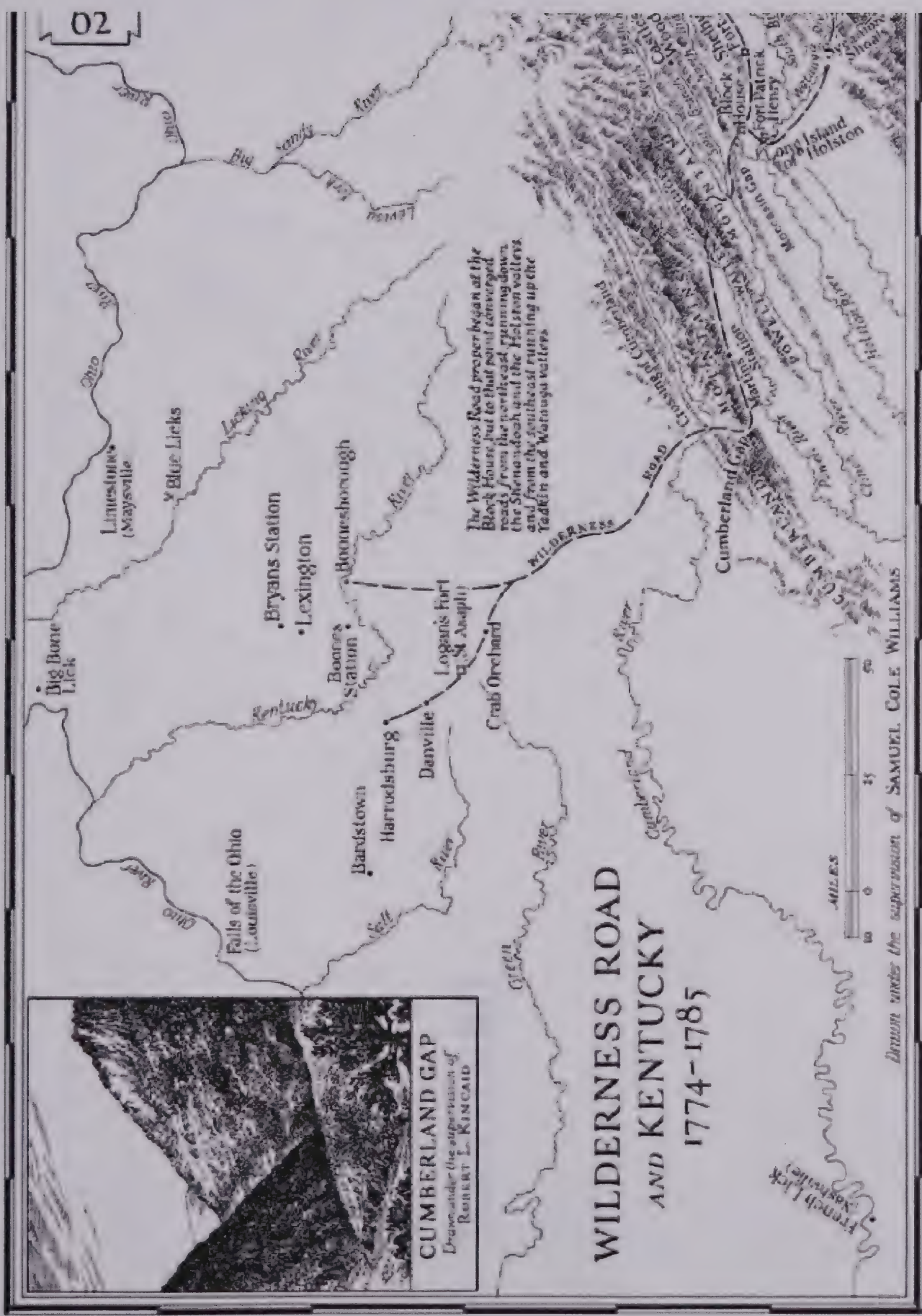
Historic American Highways Page

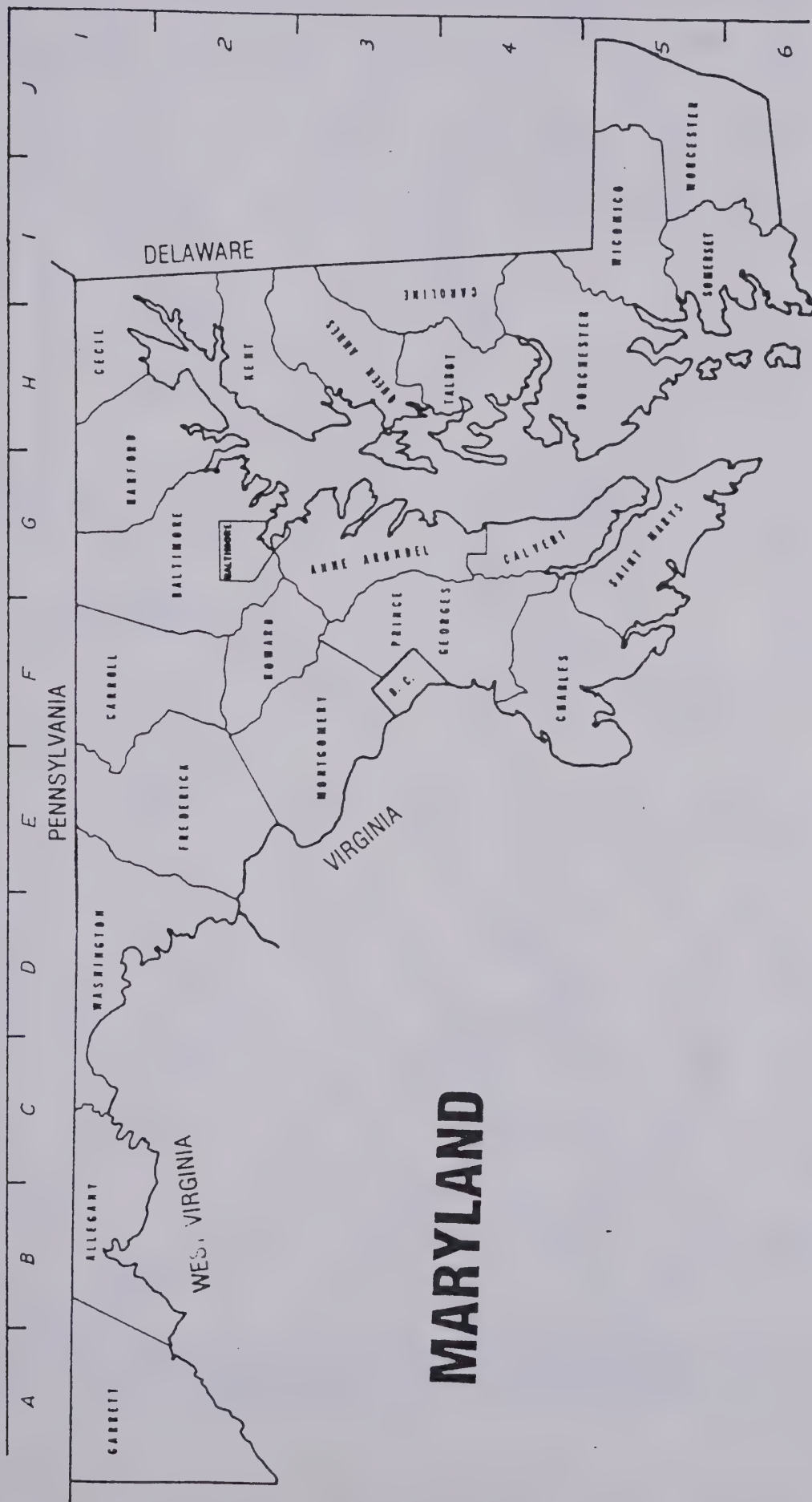


Figure 1



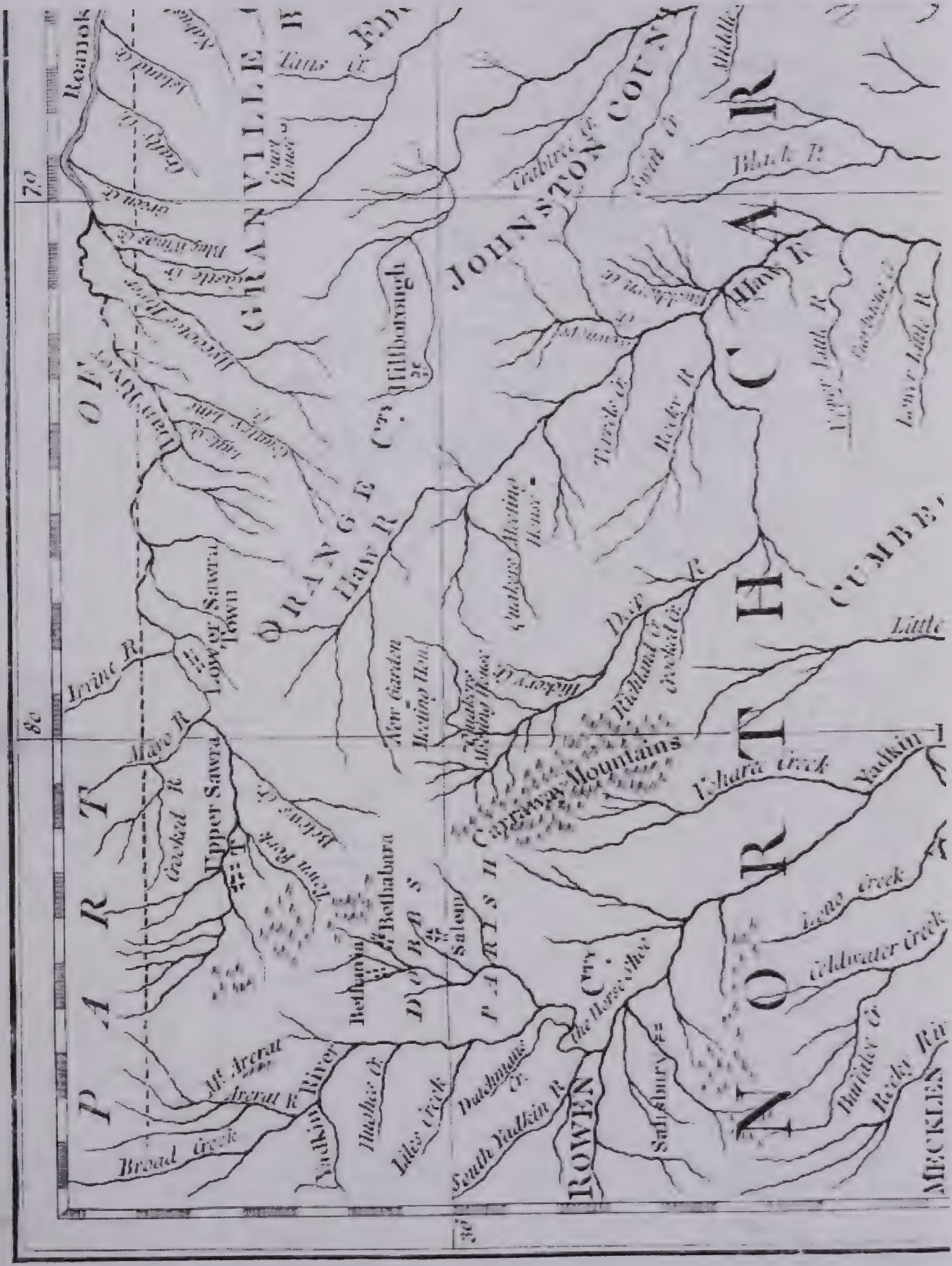
[Historic American Highways Page](#)

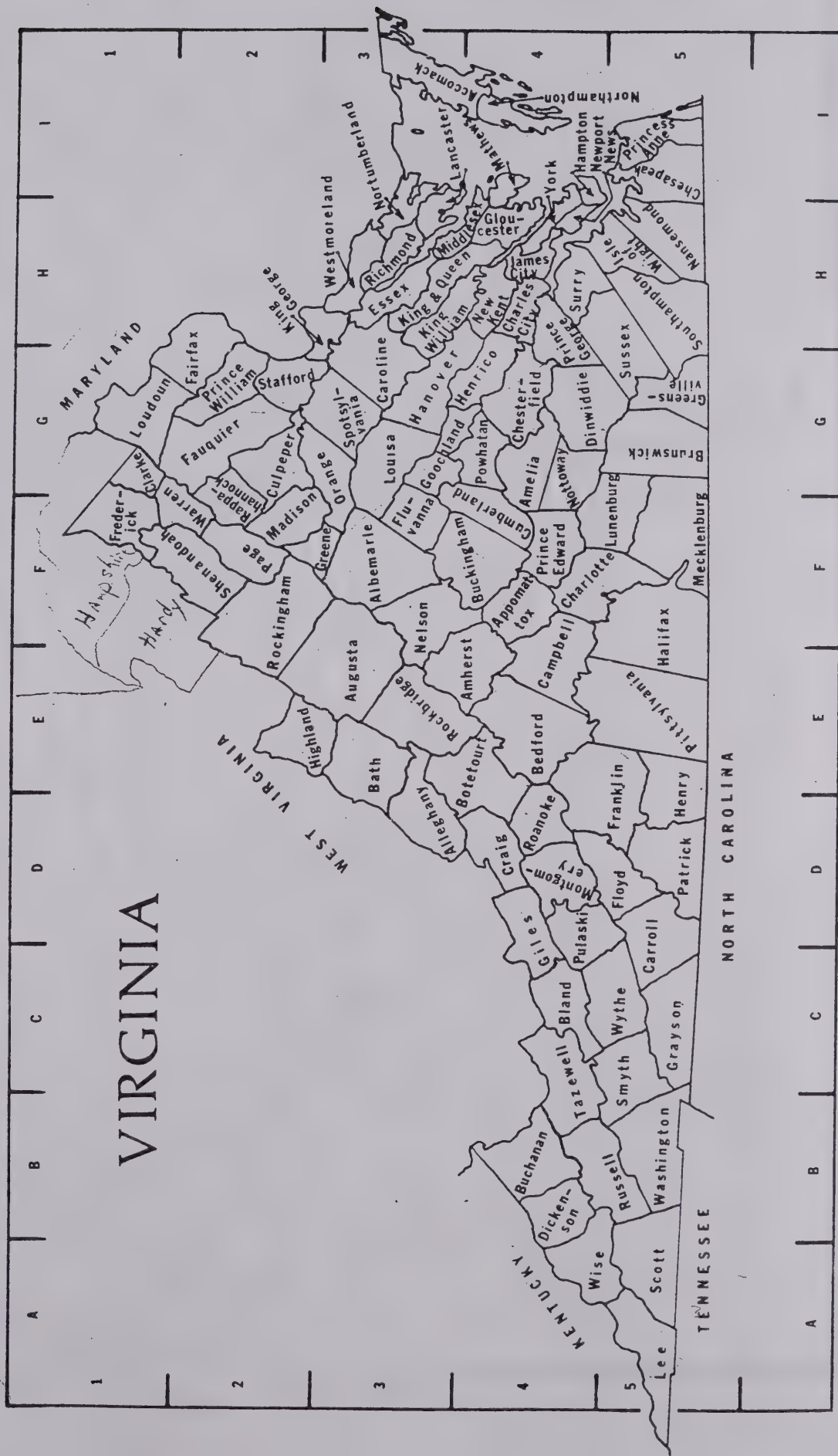




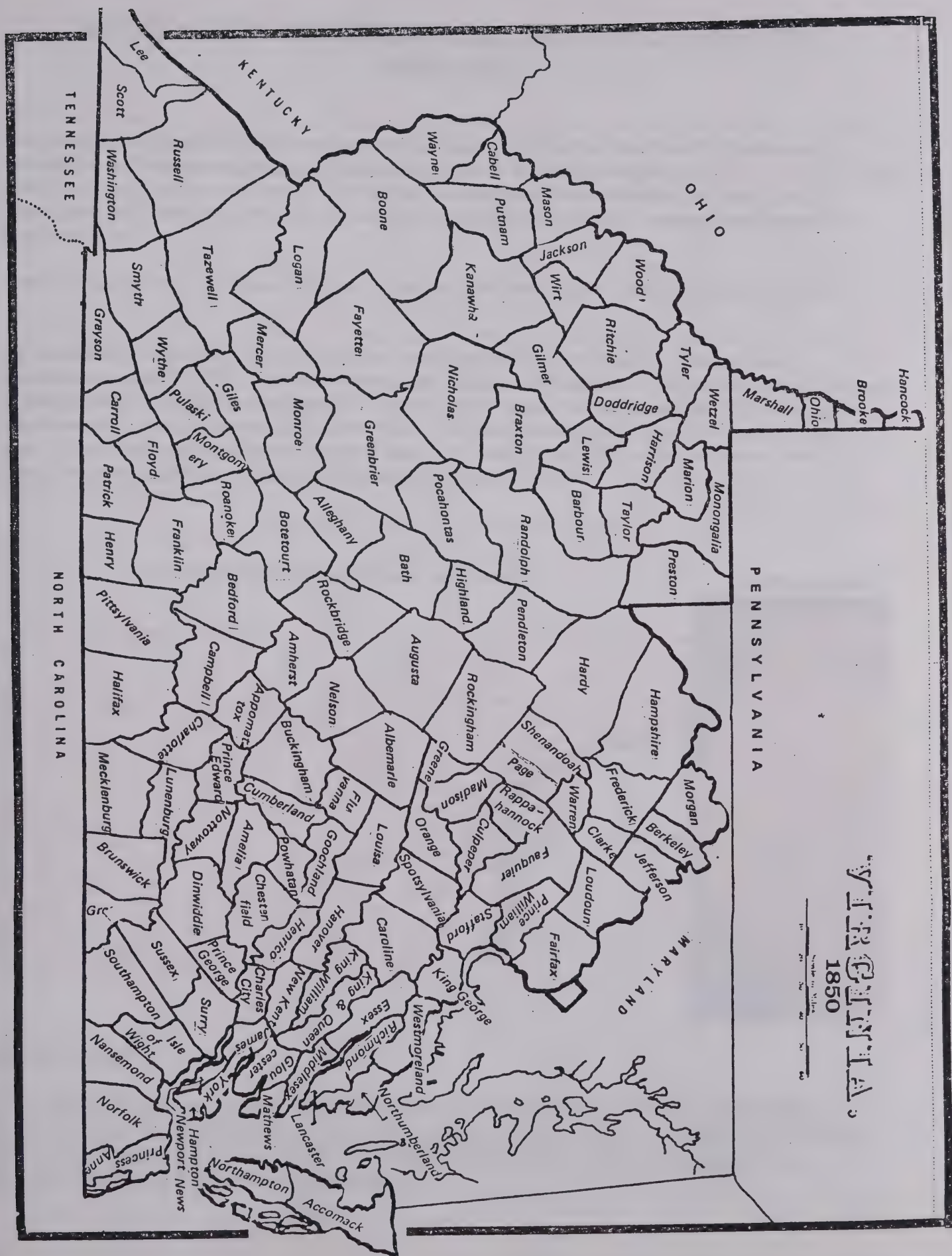
MARYLAND







1820 - Statler, Abram 071 Botetourt 1810 - George DeLong 617 Botetourt 1840 - George DeLong, SR.



Y. L. GILLY
1850



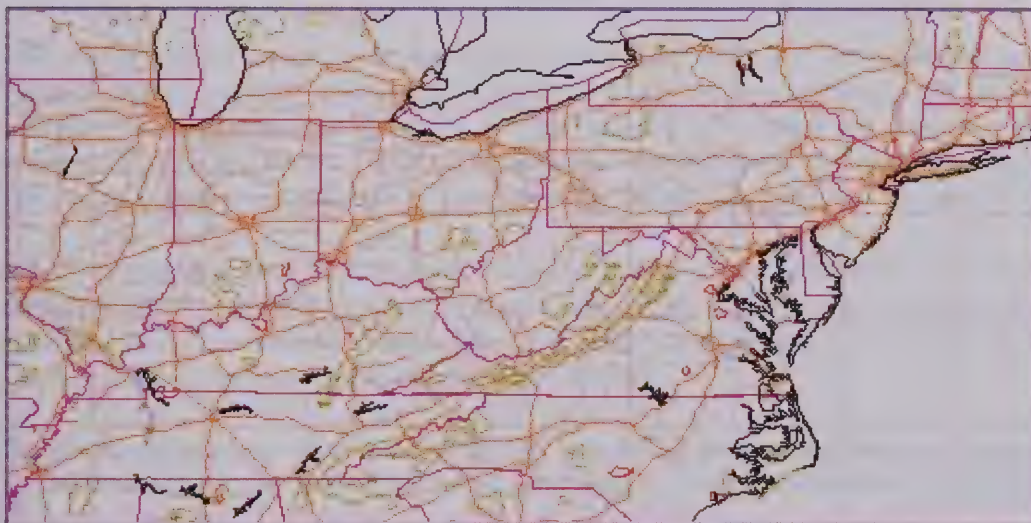
MIGRATION ROUTES FROM PENNSYLVANIA TO VIRGINIA

Ever wonder how those long-ago ancestors decided where to live in the New World? The following information on Pennsylvania migration routes was posted on the web. I shamelessly [downloaded it](#) and did a bit of editing for clarity and brevity. A newsgroup posting stated that the author and compiler was moving and had to remove it. Permission to repost on my site (or any other!) was graciously provided. Read and enjoy!

Compiled and written by Virginia Phillips . Edited by J. William Cupp. Thanks for your great work.

My husband has recently found ancestors who came from Germany in the mid-1700s, arriving in Pennsylvania, stayed a while then went to Pendleton County, Virginia. One of the men eventually returned to Pennsylvania while his brother stayed in Virginia/West Virginia before heading west. I've seen other emails recently stating pretty much the same thing. That indicates to me this must be on some migration route. Would someone comment on why this route, why a large group of Germans, and were there any other things that should be considered in the family's reason to travel.

Mid-Atlantic states to the Northwest Territory



Topographical V



The responses --

1) My ancestors made that same trip in the mid 1700s. From what work I've done, it appears that there was a road/trail from Philadelphia to Roanoke. I can't remember the name of it now. By 1800, a map that I saw showed it as a wagon road that turned into a trail about 20 miles before Staunton. It seems to have followed the existing Pennsylvania turnpike and I81.

2) In summary, by the time of the Revolution, the earlier English settlers had occupied and settled lands east of the Appalachian Mountains. Movement across these mountains was prohibited by the British Government, based on a treaty with the Indian tribes, negotiated following the French Indian War,

The treaty promised that settlers would not cross the Appalachians. The purpose was to ensure peace with the Indians. The benefits to the British Government were two-fold: financial benefits from extensive fur trade; and reduced need to maintain a large military presence in the colonies.

The prohibition lasted until the start of the revolution, and the consequent inability of the British to prevent movement of people west. That movement was comprised in large part by new immigrants: Germans and Scots Irish. As the lands east of the Appalachians were used and owned by the earlier English settlers, the new settlers crossed the Laura Mountains in Pennsylvania, and flooded down the Shenandoah Valley. Kept from westward movement by mountains, until much farther south the Cumberland Gap was found, which permitted the settlers to cross into what became Tennessee, and to move north into Kentucky.

The only other access west, to the Kentucky lands, was via the Ohio River, and it was controlled by Indians in Ohio. They raided at will until their defeat at Fallen Timbers in 1796.

3) A lot of these guys went from Pittsburgh down the river. Some had already gone from Pennsylvania to Maryland and then went west from Maryland to Pittsburgh. I've not found any of mine, however, who did this before 1790. It seems they usually got off the boat at Maysville there was a migration to the Ohio River Valley. My family went to Indiana. From there they came back south again into Texas.

4) Not just Germans but many Scotch-Irish took the same migration route, according to the book "The Scotch-Irish, A Social history" by James Leyburn.

The primary reasons seem to be economic, social (especially for Germans) and geographic. By the 1700's, when both German and Scotch-Irish emigration began in large numbers, the major seaports in the northern colonies were in Delaware, Maryland and Philadelphia. The other colonies were either not looking for colonists (North and South Carolina, Georgia) or largely settled by other immigrant groups who didn't want to mix with other influences, Puritans in Pennsylvania and New England, and Dutch in New York.

Just as important, if not more so, was the price of land. The tidewater areas of Maryland, Virginia, Delaware and the eastern coasts of Pennsylvania and New York were already well established. The price of land was high compared to just a few more miles down the road. And as the immigration progressed, a few miles down the road became a few more miles.

Geographically, as you head west of the tidewater area, the passage becomes bounded by the various mountain ranges in the region, first westward from the sea, then south at the Appalachians through the Valley of Virginia.

Then there were the social ties to others who shared the same language, culture, and religion -- especially for Germans, for whom the language barrier would be more than mere inconvenience.

Still another reason was the progression of colonial governments opening their frontiers to immigrants. Pennsylvania became overburdened with the task of managing claims and began discouraging settlers at about the same time that settlers had reached the Appalachians. At the same time, Virginia saw a strategic advantage in having a settled frontier between the "Indian country" and the more established settlements of eastern Virginia.

My ancestors took the same path. It's believed they arrived in one of the ports of Pennsylvania (probably Philadelphia), but by the late 1730's were settling into Augusta County, Virginia.

5) An oldish book I read about the migration from the Palatinate of Germany in the 1700's indicated the Pennsylvania gave these hale and hardy Germans land at the Western Frontier, in an effort to set up a buffer zone between the Quakers and the Indians. When the Germans discovered they were very welcome in Maryland and Virginia and could settle on land a little closer to civilization, they left Pennsylvania in force.

It was these German families who built all of those marvelous old stone farmhouses and the magnificent barns throughout Pennsylvania, Western Maryland around Frederick County, and in Virginia/West Virginia. Very efficient people.

6) I don't know if this will be of any help, but it's a message I saved from the soc.genealogy. german newsgroup a while back. If nothing else, the author of the article might be able to help you, or the source mentioned may contain something more helpful. Good luck with your research. This is taken from a book about the Pennsylvania Dutch. I thought it might be of general interest...

[Note: The "Dutch" mentioned here are descendants of the Palatinate Germans, and more recent immigrants who spoke German, and who maintained the German culture. They settled a region stretching from just north of Philadelphia, west through Lancaster and York, then arching down through Harper's Ferry, Winchester, down the Shenandoah Valley of Virginia, through the Piedmont of North Carolina, and down to central Georgia. By 1790 they had established colonies in western Virginia, a region we call Kentucky. References to the Koontz families includes Counts, Kunce, Cuntze, Koonce, Coontz, Kuntz, and Kunz, Cunitz, even Cunys, Coots, and Kutz.]

The Pennsylvania Dutch, by Frederick Klees, The Macmillan Company, 1950.

p. 187. [regarding the Civil War's impact on the communities]

The Valley Dutch in Virginia suffered even more than the Dutch in Pennsylvania. The Shenandoah Valley was Lee's granary and as such was put to waste by Sheridan 'so that crows flying over it ... will have to carry their provender with them,' as it was aptly phrased by General Early. Grain and hay, whether in barn or field, were either destroyed or seized. Cattle, too, were driven away or slaughtered. Barns and mills were burned and some houses, too; and railroad tracks were torn up. But even more deeply resented than the devastation wrought by Sheridan's army were 'the burnings' of General David Hunter, a Virginian fighting for the North. Virginia Military Institute and many houses through the Valley were burned, not from military necessity, but out of hate. It is small wonder that the South retaliated in kind with the burning of Chambersburg.

It was byway of the Valley that the South made its two great invasions of the North, the first stopped at Antietam in 1862, the second at Gettysburg in 1863. No part of the country saw so much fighting as the Shenandoah Valley. The town of Winchester changed hands 72 times during the four years of the war.

pp. 220-221.

[In the early days, the roads were little more than horse trails. In time, they spread out from Philadelphia. It is along these roads that the early settlers migrated to unclaimed lands. The Koontz family traveled right along with the other early settlers.]

[The first main road serving the Dutch settlements was the road from Philadelphia to Reading.]

Even more important was the road to Lancaster, built about 1733. This was the main road to the West even in the days when the West lay just across the Susquehanna. This road was soon extended west from Lancaster, crossing the Susquehanna at Wright's Ferry and connecting Lancaster with York. In those days before the Alleghenies had been penetrated the road struck south to the Shenandoah Valley. Later, when vast numbers of Conestoga wagons traveled this road, it became known as the Great Philadelphia Wagon Road. It was over this road that Daniel Hollenbach made his monthly trip from Winchester to Philadelphia, carrying flour and wheat north and bringing back city merchandise. Before the French and Indian War a road ran west from Frederick, Maryland, to Fort Cumberland on the Potomac, but even then there was no road over the Pennsylvania mountains. At a time when the mountains hampered western expansion the Great Philadelphia Wagon Road led directly to the fertile Valley of Virginia and even to the Carolina Piedmont. During the early years of the Republic it became the highway to Kentucky, for in southern Virginia it joined the Wilderness Road, which Daniel Boone had blazed in 1774-1775. Crossing the mountains at Cumberland Gap, the Wilderness Road led across Kentucky to the falls of the Ohio, where Louisville now stands. In the decades when Braddock's Road across the Alleghenies was growing up in brush and when the Indians on the plains of western New York barred the way across that state, the road down the Shenandoah to Cumberland Gap was the most practicable route to the West. Used at first by pioneers on horseback eager to cross the passes into Kentucky, it was soon crowded with covered wagons, almost by the thousand. Many settlers heading west visited Lancaster, York, or Carlisle first to acquire a Conestoga wagon, a Kentucky rifle or other equipment. From 1775 to 1800 more than three hundred thousand settlers traveled this road to the West. It was the use of this route rather than the one across the Pennsylvania mountains that accounted for the settlement of Kentucky at a time when Ohio was still Indian territory.

The third important road of the Dutch country was the one following the Great Valley. The section from Easton to Reading, laid out in 1755, was but one link in a road that ran through the valley from the Delaware in the north through Pennsylvania and Maryland south to the Shenandoah Valley. The southern part of the Great Philadelphia Wagon Road was really a section of this road. In lower Virginia it met a road from Salem in North Carolina, thus linking the Moravian center of Salem in the South with Lititz and Bethlehem in the North. The Lititz church diary for March 26, 1756 mentions "the North Carolina wagon" that passed through Lititz regularly every few months on its way between North Carolina and Bethlehem: 'We had bread baked from the flour made in the North Carolina mill, brought here by the two returning wagons.' During the Revolution the Pennsylvania section of the road through the Great Valley from Easton to Bethlehem and then through Reading and Harris's Ferry to Carlisle and so on to the South was of great strategic importance. When Philadelphia was in the hands of the British, it was this road that connected New England, New York and New Jersey with the colonies in the South. It was then the most heavily traveled highway in America. Later, during the Civil War, the southern section of this road through the valley was a natural route of invasion of the South by the North and the North by the South. The very excellence of the road, which was covered with crushed limestone when most roads were sloughs of mud, invited the invading armies. In the South one skirmish in the valley followed another. In the North the road led to Antietam and Gettysburg.

West of Carlisle there were for a time only packers' paths through the mountains. At Carlisle, which was the eastern terminus of the packhorse trains, there were sometimes as many as five hundred pack horses assembled at one time, ready to start their trek west with loads of iron, salt, sugar, and other necessities.

The first great road across the Alleghenies was Forbes Road, later known as the Pennsylvania Road. Built in 1758 to enable the British and American forces to capture Fort Duquesne, it ran west from Bedford to

the forks of the Ohio. At Bedford it joined a road running east through Chambersburg and Shippensburg to Carlisle. Forbes Road was a military road guarded by forts at strategic points to protect it from the French and Indians.

7) First there are some very good resources for migration trails. One basic one is in the back of the Handybook by Everton. You did not say from where in Pennsylvania, which makes a difference. But many in Pennsylvania used the Old Connecticut Road from Philadelphia over to Pittsburgh, some veering off south and falling into the Pendleton County, VA/West Virginia area. I am not sure what time frame you are referring to either but some of mine apparently took the Great Indian Warpath from Philly, then down along the east side of the Appalachians. This put them in the Hardy County, Augusta Co area for awhile. If you have a map handy: find Philly, run your finger west and rather straight, thru Lancaster and Adams County, then drop a bit south thru Hagerstown, Maryland into Berkeley County, West Virginia, then through Frederick and Shenandoah, Virginia. The path continued south thru Roanoke, but my guess is your ancestors would have turned west by then. The great Indian warpath was later called the Philadelphia Wagon Rd and it intersected with the Great Valley Road. And in Frederick County, Virginia, just next to the West Virginia border the west heading road was called the Old Northwestern Turnpike. That one actually started in Alexandria going west and passing thru Hampshire, Mineral, Preston and ending in Parkersburg at the Ohio River.

8) The Scots-Irish also took more or less the same route--actually down the Shenandoah or Potomac Valleys-- in search of cheap land and an easy (or easi-ER) way across the mountains. It was difficult to go straight across Pennsylvania because there were no roads or rivers to follow. So they followed the rivers wherever they led to--and that was to the southwest. There, it much easier to get over the mountains to rivers such as the Kanawha and the Sandy that flowed into the Ohio, which led into Western Pennsylvania. Sounds like the long way around to us but remember that they were traveling with wagons and oxen without any roads.

9) The route they took was west from Philadelphia about where U.S. Route 30 runs now and then between York and Cumberland Counties, Pennsylvania. they went south on what is now Route 15.

The reason for moving is because Virginia was offering cheap land for Pennsylvania Germans and others for the purpose of serving as a buffer between the Indians and the more established parts of Virginia. (Sentimental devils weren't they? ;-)

What motivated people to move was cheap land, it was cheap because there was so much of it. Christopher Sower, the Germantown printer, in a letter to friends in Germany said that someone could work in Pennsylvania and in two years earn enough to buy land on the frontier (just where the frontier was depended on the time frame). Land was cheap and so labor was high. Someone would work for a couple of years and then move out to buy his own farm creating a permanent shortage of labor.

10) The "Philadelphia Wagon Road" from Philadelphia went west out of Philadelphia, turned south through the Shenandoah Valley, and southwesterly, joining with the "Great Valley Wagon Road" through southwestern Virginia into the Carolinas and further. It was the primary migration route for Germans and Scots-Irish out of Pennsylvania into Virginia and states south. You can see more information on migration routes in a book titled, *The Handy Book For Genealogists* published by The Everton Publishers, Inc., P.O. Box 368, Logan, UT 84321. (I have no other connection to the book or that company except that I use the heck out of this book, which has information on every county in every state, too. Highly recommended.)

Now, about why they traveled? More/better land; new horizons; death of the patriarch in the family, which often meant that the family farm was inherited by the eldest brother and the rest took their inheritances and

went to find their own space; other relatives/former neighbors beckoned others to follow them to a new location; Philadelphia was an English city, and the Germans liked to keep to themselves pretty much, speaking their own language and following their own customs and religion (also the English distrusted the strange "foreigners" and probably made them know they should leave the area). Sometimes the Germans would travel to a place and establish a German village, and it remained that way for two or three generations. Some still have signs of German founders, in churches, building designs, etc.

11) Good question. In the early days the families could not travel to new uncharted areas without doing so as part of a community. They simply would not have succeeded on their own. You will often find the early Germans traveling with the same allied families from settlement to settlement. One factor in their willingness to travel is the fact that were often somewhat nomadic in Germany before coming to America. Often families that we consider to be German were actually Swiss and settled in Germany after the 30 Years War due to overcrowding in Switzerland and the availability of land in Germany after the population in many areas was decimated. So they came to America with a history of willingness to travel. Once here their families grew in size and they needed new farmland and economic opportunities. Sometimes groups of a particular religious following formed new communities where they could worship as they saw fit but by far the most important factor was economics--the need for more land and the chance to succeed. Thus they went where the opportunities were. Many were involved in working in mills, forges, glass making and these occupations depended upon the necessities of raw materials in areas that could support those undertakings. They often created routes that the others would soon follow to these new communities. The wealthy men of the day would go to a new area first, buy land, and then bring the workers into that area in great numbers. You will often find the same families intermarrying in one new settlement after another. THE major migration route for the Germans was from Pennsylvania to Frederick County, Maryland and then on down into the Valley of Virginia (following the Great Philadelphia Wagon Road) and eventually further south or west from there.

Hope this helps some. One important thing to consider when reaching a dead end in studying one of these families is to begin looking at the allied families. Chances are if they moved on so did your people.

12) The Quakers, then the Germans and then the Ulster-Irish (aka Scotch-Irish) settled in Pennsylvania because of the liberal laws on religious freedom.

The Quakers, being the first large group there, settled the areas around Philadelphia and Newcastle, Delaware - those being the principle ports of entry. The Germans, being the second big wave, settled the lands beyond that - around Berks, Lancaster, and York Counties. The Ulster-Irish, then settled (often just squatting without legal right) the lands beyond them which pushed them over the first ridge of hills into the Juniata, and Cumberland and Conococheague valleys. As the hills beyond were much higher, settlement started heading down the great Appalachian ridge and valley system which is a natural highway with no real natural barriers leading into the Shenandoah Valley of Virginia and eventually the Holston/Tennessee Valleys of Tennessee. As settlement (via immigration and rapidly expanding families) filled these areas, some families spread into the surrounding hills into parallel valleys. In Pendleton County's case, it would be the South Branch of the Potomac River. The main reason that large groups of Germans (and Ulster-Irish) and even mixed groups of Virginians later moved was 1) the rapidly populating land was more and more at a premium and thus causing land prices to increase -- and 2) entrepreneurial land speculators offered very attractive prices to induce large groups to move to these newly-available lands. As the Germans spread throughout York and Adams counties and into Maryland, land became scarce -- especially for the younger sons and daughters who didn't inherit the family farm, of if they shared the farm - after a couple splits, it was becoming too small to be profitable. Thus, when Virginia land speculators like Borden, Berkeley, Joist Hite, and James Patton offered Valley lands families moved en masse. Then after 1755 -- and the havoc-wrecking Indian attacks, settlers moved even farther

south to the "safer" lands offered by Lord Granville in North Carolina or by the South Carolina government.

That's over-simplified somewhat but gives a basic overview.

25) Think of it this way. You're from Germany, a farmer (everyone is, you can't go to the A & P) and emigrate to Philadelphia. You hear some Germans went or are going to Virginia. You go to Virginia. Is Virginia like Germany? No. No good farmland unless your growing tobacco or peanuts, ever try to live on tobacco and peanuts? So everyone heads back to Pennsylvania but the frontier is just opening up. The Indians have moved out west. So everyone heads to OHIO. Hey, this is great farmland, nice and level and the weather is just like home, Germany. Land of milk and honey.

I always daydream and wonder what, why and how. Try it.

Return to my [family tree](#) or to my [homepage](#).

The National Road

BEFORE THE ADVENT of the railroads, any lengthy journey presented problems. Water transport accounted for much of the traffic and was so important that all major settlements in the eastern part of North America were on the coast or a navigable river. There were roads but the majority were tracks built to carry farm produce to market. They were usually poorly maintained and could be impassable in wet weather and the winter. Road transport was generally limited to packtrains and horses over traditional Native American trails.



The first part of the National Road connected the headwaters of the Potomac River at Cumberland, Maryland, through the Cumberland Gap in the Alleghenies, to Wheeling in what is now West Virginia. By 1841 it ran from Baltimore to Vandalia, Illinois before the rapid expansion of the railroads led to the project being abandoned.

The Barrier to Progress

Although water transport was almost always preferred, overland travel could not be avoided where there were no rivers heading in the right direction. By the early 1800s the area that is now Ohio had become settled but overland travel from the east was very difficult. The Allegheny Mountains separated the headwaters of the Potomac from the Ohio River. Both Washington and Jefferson had recognized the need for a road connecting these two river systems.

The Solution

In 1803 an Act of Congress allocated a part of the revenues from the sale of land in Ohio to the building of a proper road from Cumberland in Maryland (on the Potomac) to Wheeling in what is now West Virginia (on the Ohio). The work began in 1811 and reached Wheeling in 1818. It was known by several names: the National Road, the Cumberland Road and the National Pike. It was the first federally sponsored highway and was quite a feat for its day. In Europe there had been a lot of experimentation on road design and these new techniques were adopted. First a right-of-way 66ft. wide was cleared and the roadway was 20ft. wide covered with 18in. of crushed stone at the center, tapering to 12in. at the edges. The early roads built to this standard in Europe had demonstrated that the good drainage provided by the crushed stone kept the roadway in good condition. Rivers and creeks were spanned by stone bridges and distances were marked by iron mile-posts.

The moving force behind the road was Senator Henry Clay, whose contribution was commemorated by a monument near Wheeling.

Eventually the National Road extended to Springfield in Ohio (in 1838) and then on to Vandalia, Illinois in 1841. Originally the plans called for it to stretch from Baltimore to St. Louis but the rapid growth of railroads led to the project being abandoned. Even though it never quite reached the final goal, it did eventually stretch 800 miles. Today it is closely followed by Route 40.

The coming of the railroads brought about a rapid decline in the need for the traffic using the National Pike but for those who had used it for decades there "never had been such landlords, such taverns, such dinners, such whiskey, such bustle, or such endless cavalcades of coaches and wagons as could be seen or had between Wheeling and Frederick in the palmy days of the old national pike," recalled one of those who had used the road.

In 1879 Harper's Monthly interviewed several old men, most of them by then in their 80s, who recalled the glory days of the National Pike. One recalled:

"The wagons were so numerous that the leaders of one team had their noses in the trough at the end of the next wagon ahead and the



Sheep being driven along the National Road with a Toll House in the background. This engraving does not do justice to the road which ran through a cleared path 66 feet wide with a proper roadbed of 20 feet.



There were numerous inns on the National Road where travelers could rest awhile and get a good meal for 25 cents.



FIGURE 1. A circular illustration, possibly a portrait or a decorative emblem, located in the upper left quadrant of the page.

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FIGURE 2. A rectangular illustration, possibly a landscape or a decorative emblem, located in the lower left quadrant of the page.

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coaches, drawn by four or six horses, dashed along at a speed of which a modern limited express might not feel ashamed. Besides the coaches and wagons, there were gentlemen travelling singly in the saddle, with all their luggage stuffed into their saddlebags. There were enormous droves of sheep and herds of cattle, which raised the dust like a cloud along their path. Once in a while, Mr. Clay or General Jackson made an appearance, and answered with stately cordiality the familiar greetings of the other passers-by. Homespun Davy Crockett sometimes stood in relief against the busy scene, and all the statesmen of the West and South Harrison, Houston, Taylor, Polk, and Allen among others came along the road to Washington.

"The traffic was so heavy that generally it was safe from highway robbery, but the traveler by coach had his expedition spiced by the occasional assaults of highwaymen, who sprang out of the pines that in some places made perpetual night of the most brightest day. Nearly every mile had its tavern, and every tavern its pretty maid or jovial host. 'The eating was the cream of the earth, Sir,' said an old traveller to me. 'I dined at Delmonico's (in New York) last week, and my dinner was nothing to the venison cutlets and the ham and eggs and johnny-cakes of the pike;' which the reader may answer by saying that tastes are variable and unaccountable.

"Nevertheless, the cookery was excellent and after the exhilaration of a gallop down a mountain without brakes, and the tonic air of the pines, what appetite would not be set on edge, what refinement of palate displeased, by venison cutlets, or even ham and eggs? There were rival lines of coaches, and the competition led to overdriving and many accidents. The passengers became partisans of the line by which they traveled and execrated the opposition and its patrons. Sometimes two coaches of different lines would travel together and, as one passed the other, the passengers in the vehicle left behind would threaten and gesticulate against the victors. The verbal menace was often emphasized by an exhibition of bowie-knives and pistols which more than once led to the verge of a battle; but among themselves the passengers in each coach were fraternally intimate and the driver was usually an old hand, who could tell stories by the hour to beguile his companions on the box seat. The rival lines brought rival taverns into existence, and as the two opposition coaches drove into a town for supper, they pulled up before separate houses."

See the first issue of History Magazine for the rest of this article.

[*return to contents*](#)

The first part of the paper discusses the importance of understanding the underlying mechanisms of the observed phenomena. It highlights the need for a comprehensive approach that integrates various disciplines, including biology, chemistry, and physics, to fully comprehend the complex interactions involved. The authors emphasize that a holistic perspective is essential for identifying the key factors that influence the system's behavior.

In the second section, the authors present a detailed analysis of the experimental data. They describe the methods used to collect and process the information, ensuring the reliability and validity of the results. The data shows a clear trend that supports the hypothesis proposed in the introduction. The authors provide a thorough interpretation of the findings, linking them back to the theoretical framework and discussing the implications for future research.

The third part of the paper focuses on the theoretical modeling of the system. The authors develop a mathematical model that captures the essential dynamics of the process. They use a combination of analytical and numerical techniques to solve the equations, providing a quantitative description of the system's behavior. The model's predictions are compared with the experimental data, showing a good agreement between the two.

In the fourth section, the authors discuss the broader implications of their work. They explore how the findings can be applied to other areas of research and practice. The authors also address the limitations of the current study and suggest directions for further investigation. They conclude by emphasizing the significance of the work and its potential to advance the field.

The authors thank the funding agencies and colleagues who provided support and assistance throughout the project. They also acknowledge the contributions of the reviewers, whose comments helped improve the manuscript. The paper is published as part of a special issue dedicated to the study of complex systems, edited by Dr. Jane Smith.

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trail.jpg (30521 bytes)



flowersok.gif (15550 bytes)



Expansion by Americans from the Atlantic to the Pacific took many years, often spanning generations. During the colonial years, travel was largely North-South. Following the Revolutionary War, citizens of the new nation began to forge westward and were often joined by newly arriving immigrants. Expansion occurred by different paths and a variety of transport means.

Among the trails and roads of special interest to genealogists and historians researching North Carolina history and peoples are the five described here.

THE FALL LINE ROAD

The Fall Line Road ran parallel to and between the King's Highway and the Upper Road. The road broke off from the King's Highway at the town of Fredericksburg, Virginia. By 1735, it carried traffic into the interior of Virginia and the Carolina and across into Georgia. The road followed the fall line, a geographical feature caused by erosion, a separation line stretching from Maryland all the way to Georgia, running between the river tidelands and inland elevations on the Atlantic coast—it defines an east and west division between the upper and lower elevations. Persons traveling from Pennsylvania to Maryland to the inland areas of Carolina before 1750 probably followed this road because it was an easier road to travel than the Piedmont road (called the Upper Road). The road was of particular importance to the Carolinas because it connected them to their neighbors. North Carolina's local laws called for building roads only "to the nearest landing," which created a haphazard system of major roadways which led only to water routes. The result had been that although the major towns in North Carolina soon had roads, they didn't lead to each other! The road saw heavy use during the Civil War and afterwards, and was gradually improved.

THE GREAT WAGON ROAD

including THE GREAT VALLEY ROAD

Hordes of early German and Scotch-Irish settlers used what became known as the Great Wagon Road to move from Pennsylvania southward through the

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Shenandoah Valley through Virginia and the Carolinas to Georgia, a distance of about 800 miles. Beginning first as a buffalo trail, a great Indian Road (the Great Warrior Path) ran north and south through the Shenandoah Valley, extending from New York to the Carolinas. The mountain ranges to the West of the Valley are the Alleghenies, and the ones to the east constitute the Blue Ridge chain. The Second Treaty of Albany (1722) guaranteed use of the valley trail to the Indians. At Salisbury, North Carolina, the Great Warrior Path was joined by the Indian's "Great Trading Path." By the early 1740s, a road beginning in Philadelphia (sometimes referred to as the Lancaster Pike) connected the Pennsylvania communities of Lancaster, York, and Gettysburg. The road then continued on to Chambersburg and Greencastle and southward to Winchester. In 1744, the Indians agreed to relinquish the Valley route. Both German and Scotch-Irish immigrants had already been following the route into Virginia and on to South Carolina, and Georgia. After 1750 the Piedmont areas of North Carolina and Georgia attracted new settlers. From Winchester to Roanoke the Great Wagon Road and the Great Valley Road were the same road, but at Roanoke, the Wagon Road went through the Staunton Gap and on south to North Carolina and beyond whereas the Valley Pike continued southwest to the Long Island of the Holston, now Kingsport. The Boone Trail from the Shallow Ford of the Yadkin joined the road at the Long Island of the Holston.

THE KING'S HIGHWAY

From Boston to Charleston on the King's Highway was about 1300 miles. It was possible to travel this road by wagon, averaging about 20-25 miles per day. A traveler making the entire journey would have taken at least two months. Conestoga freight wagons, drawn by four to six sturdy horses, were especially designed for mud with iron-rimmed wheels nearly a foot wide. The road's origins are traced to the old Delaware Indian trail (across Jersey) which Peter Stuyvesant used to force out the Swedes in 1651. Then in 1673, in response to King Charles' wish that communication be established between his colonies,

the first crude riding trail was created for mail service between Boston and New York. Named the "Boston Post Road," it eventually expanded into "the King's Highway." By 1750, a continuous road existed for stagecoach or wagon traffic from Boston to Charleston, linking all thirteen colonies, but the road was a difficult one to travel. During the Revolutionary War, the King's Highway as a link between the colonies helped them to coordinate their war efforts. However, the name was looked upon with such disfavor by American patriots that many began once again to use the name "Boston Post Road."

THE UPPER ROAD

The Upper Road branched off from the King's Highway at Fredericksburg, Virginia, and went southwest through Hillsboro, Salisbury, and Charlotte in North Carolina, then on to Spartanburg and Greenville in South Carolina. The road generally followed the old Occaneechee Path which went from Bermuda Hundred on the James River, and Old Fort Henry (now Petersburg) southwest to the Indian trading town of the Occaneechi which existed by 1675 on an island in the Roanoke River at about the location of today's Clarksville, Virginia, close to the present Virginia and North Carolina state line. From that location the trading trail went both north and south. The Trading Path divided

at the Trading Ford of the Yadkin River, one branch turning toward Charlotte, the other through Salisbury to Island Ford on the Catawba, to the north of present Lake Norman. DeSoto and his cavaliers were perhaps the first white men to use portions of the great Occaneechi Path (1540). Some of the people associated with Fort Henry were Col. Abraham Wood, Thomas Batts, Robert Fallam, James Needham, Gabriel Arthur, and John Lederer. From 1700-1750, active trading was carried on by white emigrants with Indian villages. After 1740, the proprietary governor of the Granville District began to issue grants to Quakers and others from the tidewater counties of North Carolina and Virginia, attracting them into the northern half of North Carolina. By 1750, the Upper Road became an important wagon route for southbound migrations into that portion of North Carolina. During the Revolutionary War, the road was used extensively for troop movements in the South--relating to the battles at Guilford Courthouse, King's Mountain, and Cowpens.

THE WILDERNESS ROAD

The road through the Cumberland Gap was not officially named "the Wilderness Road" until 1796 when it was widened enough to allow Conestoga Wagons to travel on it. However, by the time Kentucky had become a state (1792), estimates are that 70,000 settlers had poured into the area through the Cumberland Gap, following this route. The Cumberland Gap was first called Cave Gap by the man who discovered it in 1750--Dr. Thomas Walker. Daniel Boone, whose name is always associated with the Gap, reached it in 1769, passing through it into the Blue Grass region, a hunting ground of Indian tribes. He returned in 1775 with about 30 woodsmen with rifles and axes to mark out a road through the Cumberland Gap, hired for the job by the Transylvania Company. Boone's men completed the blazing of this first trail through the Cumberland Mountains that same year, and established Boonesborough on the Kentucky River. The Wilderness Road connected to the Great Valley Road which came through the Shenandoah Valley from Pennsylvania. Some suggest the origin of the Wilderness Road was at Fort Chiswell (Ft. Chissel) on the Great Valley Road where roads converged from Philadelphia and Richmond. Others claimed the beginning of the road to be at Sapling Grove (today's Bristol, VA) which lay at the extreme southern end of the Great Valley Road since it was at that point that the road narrowed, forcing travelers to abandon their wagons.

[\[SITE MAP\]](#)



mooregen.gif (3129 bytes)



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Historic American Highways

Significant Incidents in the Development of Highway Transportation In Colonial America and the United States during more than Four Centuries for the Settlers Moving West.

1539	DeSota brought 213 horses to America. They arrived in the Ohio Valley in 1600.
1540	Coronado in New Mexico, Vice Menoza, directed by Governor Coronado, to conquer 7 Cities/Cibola.
1565	Saint Augustine, northeast coast of Florida, first permanent white settlement in U.S. #1
1607	The Indian Canoe, Jamestown, Virginia, horses came here in 1609. Dugout Canoe favored.
1612	First bridge built located at James Towne Island, Virginia May 14, 1607, Wharf 200 ft. long.
1612	The Great Sauk Trail, branched from site of today's Detroit, came French, English, emigrants
1625	Paved Streets in Maine, Bristol township, made of cobblestones, at Fort Cache
1632	First Highway Law, September in 8th year of reign of King Charles I of England.
1636	The Connecticut Path, the Bay Path connecting Mass. Bay colony from New Town (Cambridge)
1673	First Colonial Post Rider, carrying mails between settlements of New England and New York.
1679	The Portage Path around Niagara Falls, connecting many rivers, emptying into Mississippi.
1700	The Iroquois Trail or Mohawk was central thoroughfare across today's New York State.
1751	The Pennsylvania Road, now known as Route 30, and in 1970's parallels Ohio Turnpike, and Pa. 30
1753	Washington crossing the Allegheny, with Christopher Gist, used by French to control Ohio

THE HISTORY OF THE

REIGN OF
HIS MOST EXCELLENT MAJESTY
CHARLES THE FIRST

By
JAMES HALLAM, ESQ.
OF THE MIDDLE TEMPLE, ESQUIRE.
IN TWO VOLUMES.
LONDON:
Printed by J. Sturges, in Pall-mall.
1764.

THE HISTORY OF THE
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IN TWO VOLUMES.

LONDON:
Printed by J. Sturges, in Pall-mall.
1764.

1755	Braddook's Road (General Edward Braddock of British forces, disembarked from Alexandria, Va.
1760	The Tobacco-Rolling Road from northern Virginia rolled thru Culpeper, Orange, Hanover co's.
1763	The Boston Post Road, a horseback post in 1729, improved under U.S. Postmaster. Opening of this road initiated day and night post between Boston and New York in 1764.
1766	The Flying Machine stage wagon between Philadelphia and New York, initiated speed delivery.
1769	San Diego, California, 1st of Spanish Missions founded Sunday, July 16th, U.S. Route 101 also known as El Camino Real of the Padres, for the road enjoined 21 missions, visited by Franciscans on foot, was first great central road, came many branches, by Spaniards.
1774	The Wilderness Road through the Cumberland Gap thru the Allegheny Mountains, at junction of state boundaries of Kentucky, Tennessee and Virginia, and the main pioneer road to West.
1794	The Whiskey Rebellion in western Pa. in 1794 was lack of a good road. Used pack horses. Monongahela farmers' revolt against government excise tax upon manufacture of whiskey had on economic basis. Livelihood depended upon sale of grain, lumber, meat, furs, ginseng. Prohibitive wagon freight cost of \$3 to \$10 for each 100 lbs. across mtns to Philadelphia.
1795	The Philadelphia and Lancaster Turnpike Road heralded roadbuilding, and best in 13 colonies.
1797	Zane's Trace began at Ohio River near mouth of Big Three Mile Creek (Aberdeen, Ohio) and ended up river at Wheeling, included Maysville Pike which connected Natchez Trace.
1802	Catakill Turnpike, 95 mile road from Catskill, New York on Hudson River to Wattle's Ferry, and by 1783, this route one of three main paths connecting New Eng. with Great Lakes reg. Travelers from southern New York, Conn. and Rhode Island used this over Mohawk Turnpike.
1804	Oliver Evans Amphibious Digger, first stream driven vehicle propelled on land.
1806	Lewis and Clark at Fort Clatsop, 1st transcontinental exploration sponsored by U.S. Gov't.
1808	Gallatin's Road and Canal Report. Sec. of Treasury, became mold for national transportation policies, "early and efficient aid of Federal Government, facilitate commercial Interests".

Taming the Wilderness:

Roads

Indiana Roads

Roads in early Indiana were often roads in name only. In actuality they were sometimes little more than crude paths following old animal and Native American trails and filled with sinkholes, stumps, and deep, entrapping ruts.

Hoosier leaders, however, recognized the importance of roads to the growth and economic health of the state and encouraged construction of roads which would do for Indiana what the National Road was doing for the whole country.

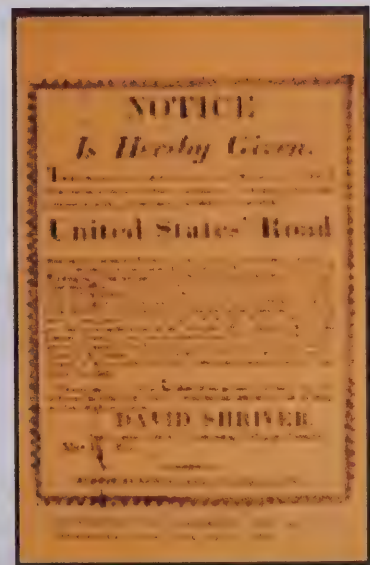
As early as 1821 the legislature earmarked funds for more than two dozen roads throughout the state. Roadbuilding was often the responsibility of the counties, which were empowered to call out a local labor force for construction and provide road viewers, or supervisors.

Indiana's first "super highway" was the Michigan Road, which was built in the 1830s and 1840s and ran from Madison to Michigan City via Indianapolis. Like the National Road, it did much to spur settlement and economic growth.

THE NATIONAL ROAD

The first cries for a "national road" were heard prior to the founding of the United States. As early as the 1740s, groups were lobbying for a road that would facilitate settlement, boost the economy, and help tame the "wilderness areas."

After the troubled birth of the United States, Thomas Jefferson and his Secretary of the Treasury, Albert Gallatin, became prime movers behind the project. Gallatin's 1802 funding proposal spurred interest in the road which would ".... make the crooked ways straight, and the rough ways smooth, will, in effect remove the intervening mountains." It would be, they said, the "cement of the union."



In 1805 Jefferson signed the bill authorizing a road from Cumberland, Maryland, to the Mississippi River,

with the stipulation that it run through each capital along the route. Construction did not begin until 1811. By the late 1830s it stretched across the country to Vandalia, Illinois, which became the western terminus after the road fell victim to internal squabbling and funding cuts.

Despite not reaching its avowed final destination, the National Road (also called the Cumberland Road and National Pike, and, now, US 40) integral to the peopling of the wilderness, the burgeoning of the American economy, and the growth of the United States.

The National Road in Indiana

Surveying for the road began in 1827. Chief surveyor Jonathan Knight (after whom Knightstown is named) noted that he "commenced for the continuation of the Cumberland road [from a stake marking the Ohio/Indiana state line] 1 chain and five links from the notched beech & 1 chain and nine links from the notched poplar."

Construction began in 1829 with crews working simultaneously east and west from Indianapolis, and by 1836 the road stretched across the state, though it was not considered "completed" until 1850 (Indiana carried on the task after federal funding had all but stopped in 1841). However, "completed" did not mean the road was uniformly finished. Some portions were still only partially graded or paved.

Despite its shortcomings, the National Road was a vital force in the growth of Indiana. The Hoosier state's population more than doubled in the decade after its inception as settlers flocked in over the roadway. Towns grew up along the route (Indianapolis was virtually the only town between Centerville and Terre Haute in 1827) and a community's viability often depended upon its proximity to the road. Such was case of Vandalia, a once-prospering town that withered because it was too far removed from the road, and saw some of its buildings dismantled and moved to one of the new towns springing up along the road, Cambridge City.

On The Road Roadways were often heavily travelled, especially main thoroughfares like the National Road or the principal state roads. One Hoosier noted in the 1840s that "From morning til night, there was a continual rumble of wheels... when the rush was greatest there was never a minute that wagons were not in site [sic], and as a rule, one company of wagons was closely followed by another."

Travellers encountered surfaces ranging from pitted, stump-strewn mudways to plank roads to inviting macadam roads. British traveller J. Gould commented upon the vagaries of roadbuilding in America after his journey along the National Road in 1839. It was, he noted, "Macadamized and finished in a most desirable manner as far as Columbus, Ohio," but conditions were often different in Indiana, where ".... about four miles at Richmond...., a short piece at Centerville, about six miles at Indianapolis, and three miles at Terre Haute, together with a few bridges, are completed in the same substantial manner." However, he found that in some areas of Indiana the "road bed had been formed with earth.... and in wet weather holes wash out and logs must be thrown in, often by the travellers themselves.

Macadam Roads

Macadamization was the nearly ideal road surface of the mid-nineteenth century, but due to its expense and rather sophisticated engineering techniques it was not adopted everywhere. The brainchild of Scottish engineer John Macadam, the method used layers of stone to build the road.

The lowest layer was 12-18 inches deep and consisted of base stones approximately seven inches in diameter. The road was then graded up with smaller stones (three inches or less) and gravel. The surface

layer of small stones was mixed with soil, compacted, and rounded off to allow drainage. Drainage ditches were dug along the side to carry off water.

Well built macadam roads were prized by travellers for their smoothness and durability.

Plank Roads

Plank roads, literally the building of a floor of timber as roadways, were once considered a viable solution for transportation problems in the United States. This was especially true in muddy, rural areas where they were looked upon as the perfect answer to providing smooth, dust-free roads.



A plank road craze swept Indiana in the early 1850s as builders foresaw a way to provide cheap, efficient toll roads. Ft. Wayne and Indianapolis constructed their first plank roads in 1849 and within two years over 400 hundred miles of the timber highways had been built throughout the state.

The plank road phenomenon ebbed before the Civil War due to the rapid deterioration of the roads, insufficient revenues, and competition from railroads.

On the Road

Travel on the roads of the young United States was not limited to settlers (often called immigrants or movers). They were often packed with teamsters, drovers, and travellers of all sorts.

Six-horse team Conestoga freight wagons competed with stage coaches, wagons, buggies and animals! Farmers and stockmen often drove their livestock to market along the same roads used by travellers. Cattle, sheep, and pigs were all part of the heavy traffic. Pig drives were a familiar sight on Indiana roads well into the 1830s.

Business Of The Road

Roadbuilding-- especially major highways like the National Road or the Michigan Road-- was a boon to communities and the economy.

New towns seemingly sprang up over night along the routes and many villages and hamlets too far removed from the roads withered. Brazil, Indiana, is a perfect example of this phenomenon. It grew from a stage line relay station to become the county seat of Clay County, taking over from Bowling Green, a once-thriving town which had the misfortune to be situated too far from the National Road.

Many businesses grew from the need to provide goods and services to the traffic on the road. Blacksmith shops to make repairs, stores to supply travellers, and livery stables for horses lined the roads. The most renowned and numerous of the services were the inns. Inns were everywhere. It is estimated that they averaged one per mile along the National Road in Pennsylvania and one every five miles in Indiana. Cambridge City, Indiana, alone had three inns, the most notable being the Huddleston House, now a museum.

Building A Road

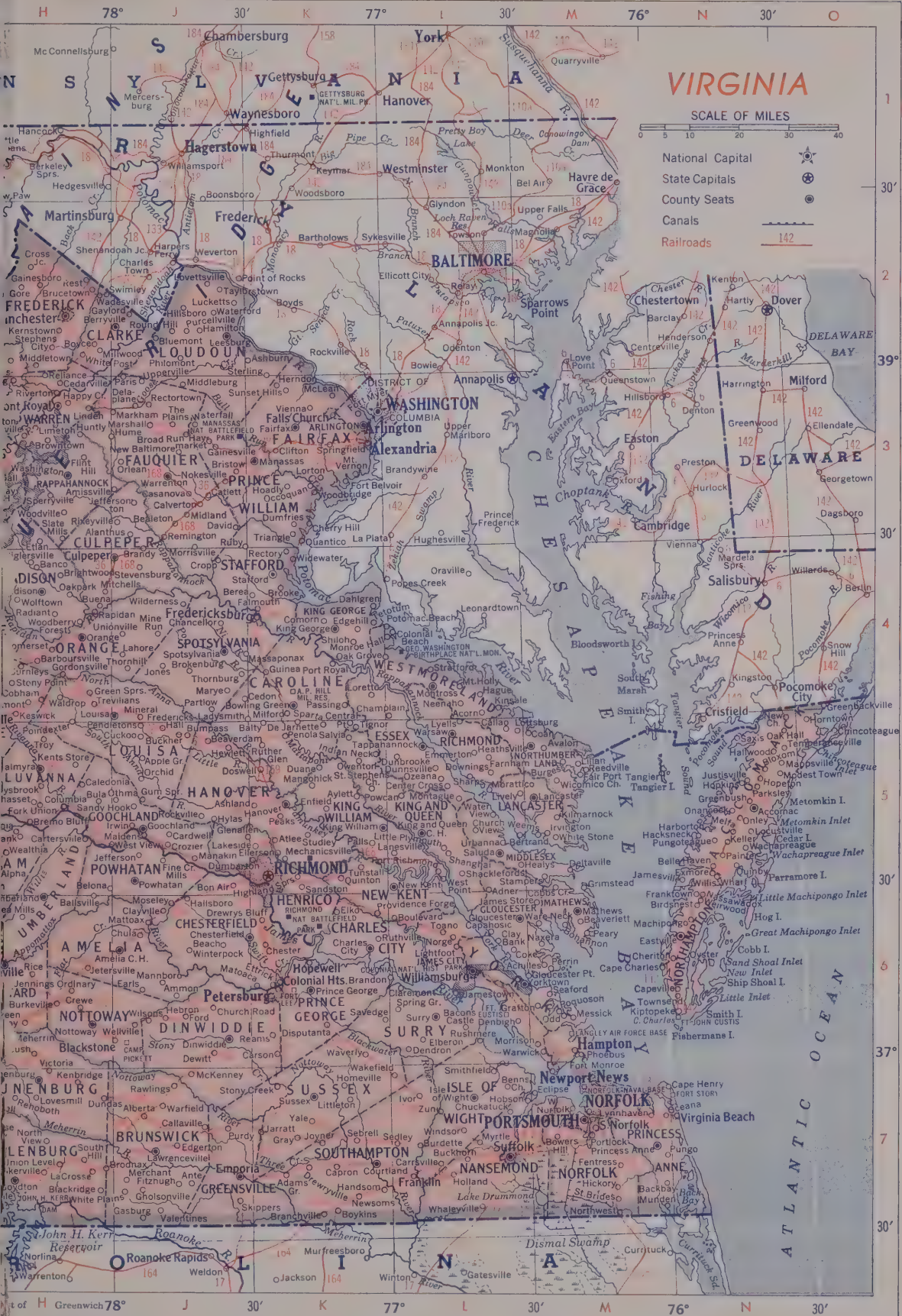
Roadbuilding was often a gargantuan task and an amazing variety of skills was needed. Surveyors laid out the path; engineers oversaw construction. Carpenters framed bridges; masons cut and worked stone. Numerous laborers pulled and tugged, cut and hauled, and drained and leveled to clear the path.

Roadbuilding, like canal construction, could be a fulltime job. Irish immigrants were one group particularly identified with the National Road; they would later help dig the canals and build the railroads. They joined other laborers who struggled with the back-breaking tasks for wages of fifty cents to a dollar a day.

The costs of roadbuilding varied greatly, depending upon the terrain and proposed road surface. The initial cost estimate for the National Road was \$6,000 per mile, but in hilly sections it sometimes rose to \$13,000 per mile. Expenditures were lower in the relatively flat areas of Indiana and Illinois.

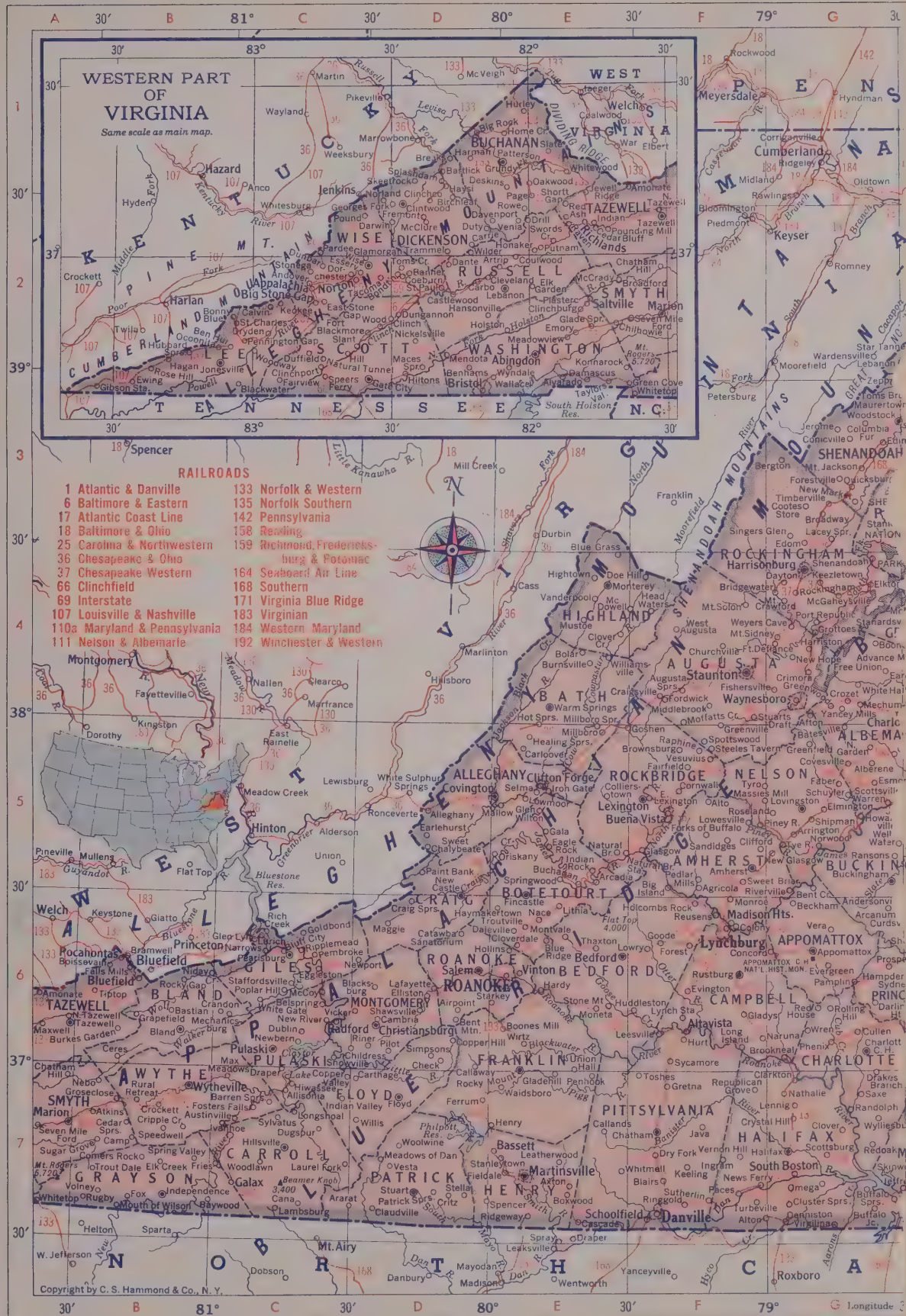
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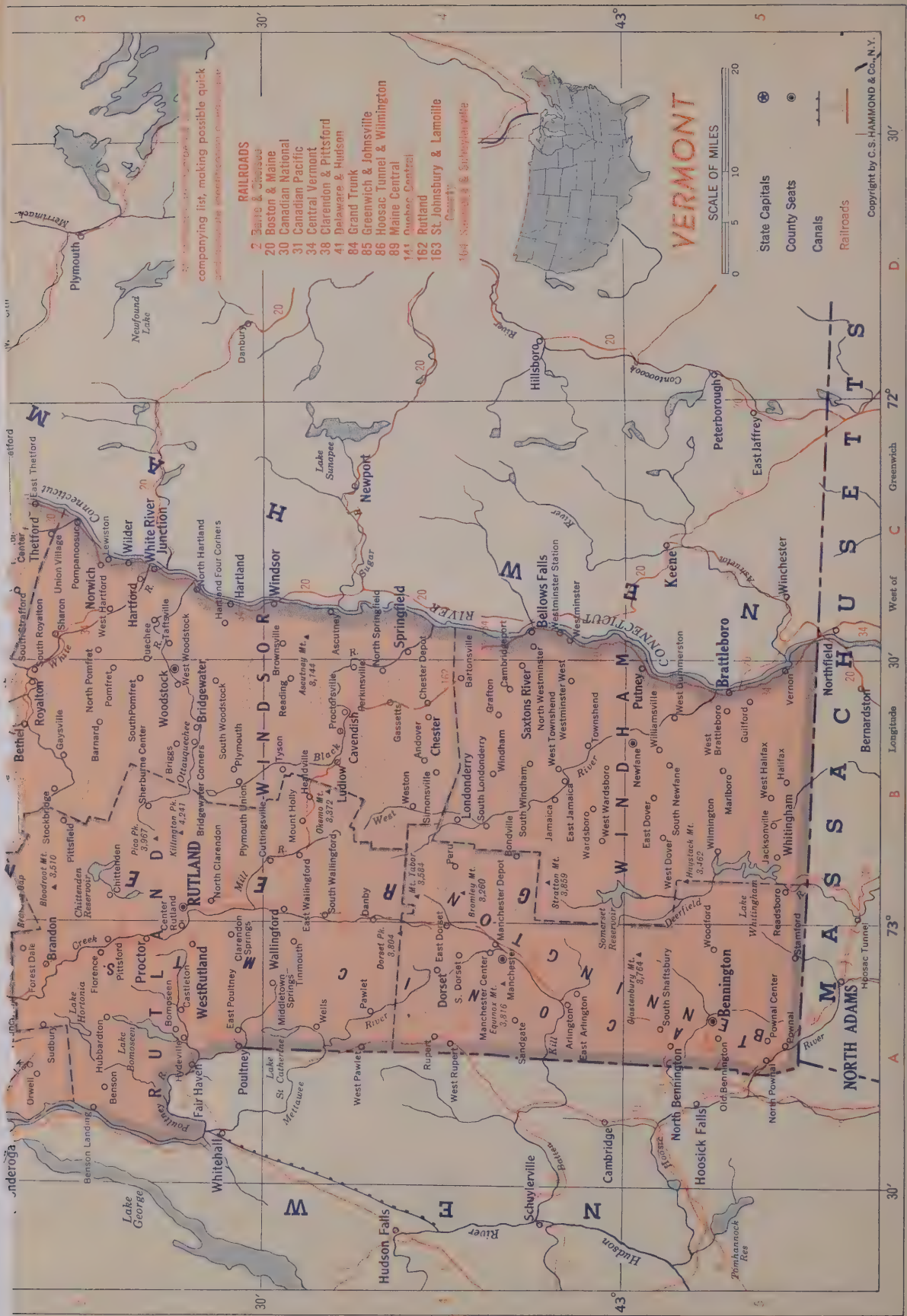
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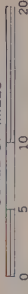
comparing list, making possible quick
and accurate identification of places.

RAILROADS

- 2 Bate & Chase
- 20 Boston & Maine
- 30 Canadian National
- 31 Canadian Pacific
- 34 Central Vermont
- 38 Clarendon & Pittsford
- 41 Delaware & Hudson
- 84 Grand Trunk
- 85 Greenich & Johnsonville
- 86 Hoosac Tunnel & Wilmington
- 89 Maine Central
- 141 Quebec Central
- 162 Rutland
- 163 St. Johnsbury & Lamoille
- 164 St. Albans & Suberclayville

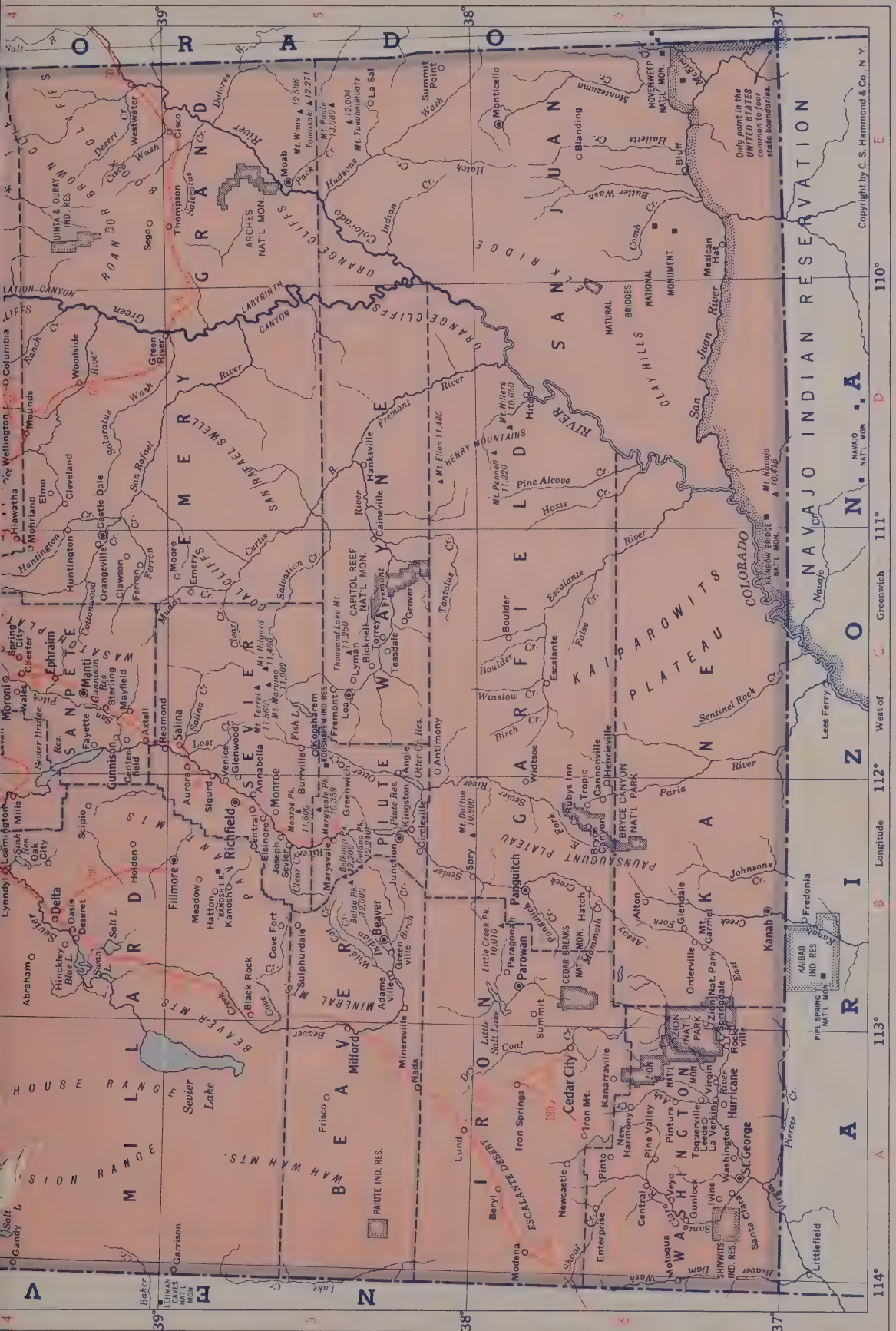
VERMONT

SCALE OF MILES



- State Capitals
- County Seats
- Canals
- Railroads

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NAVJO NATL. MON.

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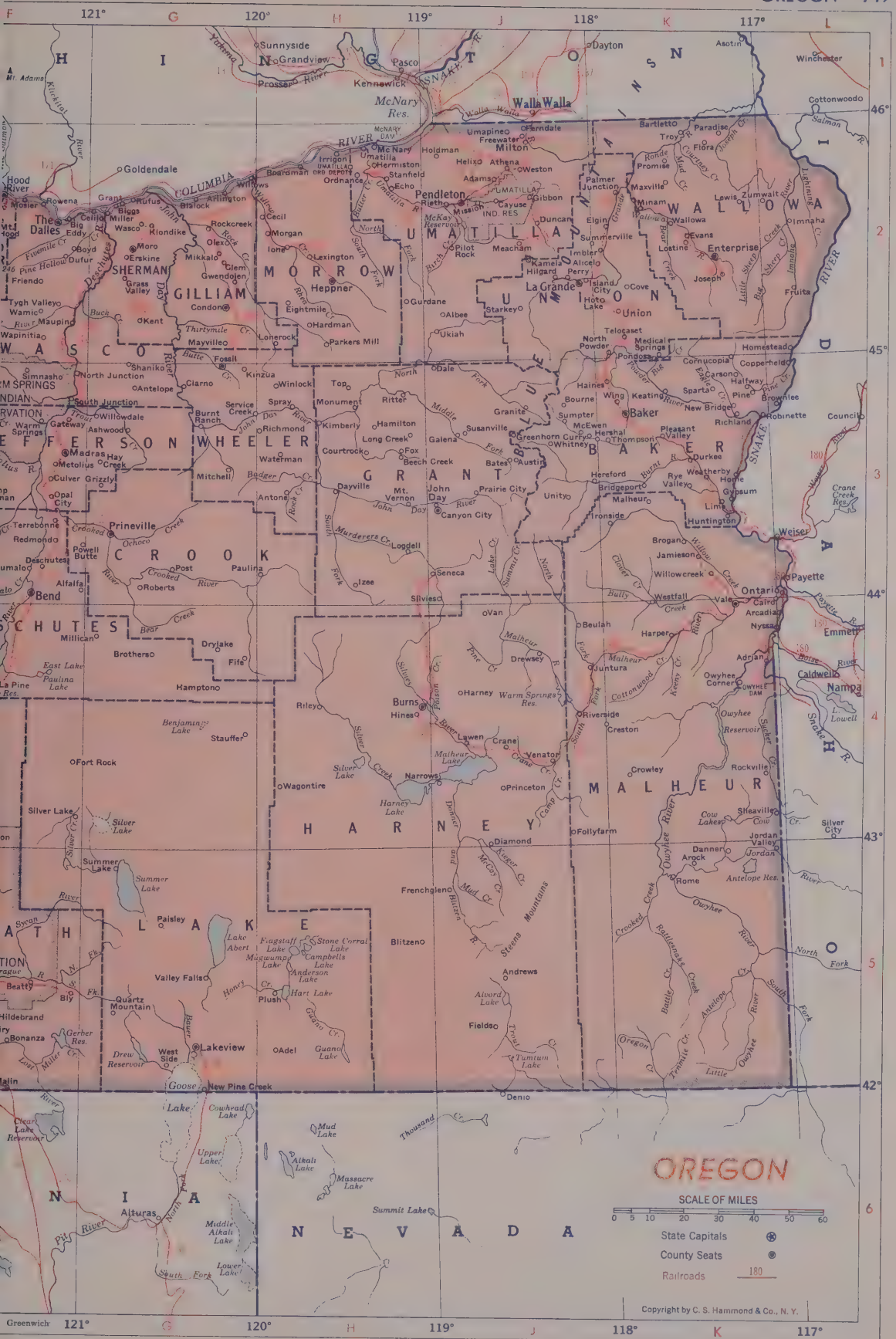
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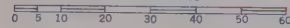


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OREGON

SCALE OF MILES

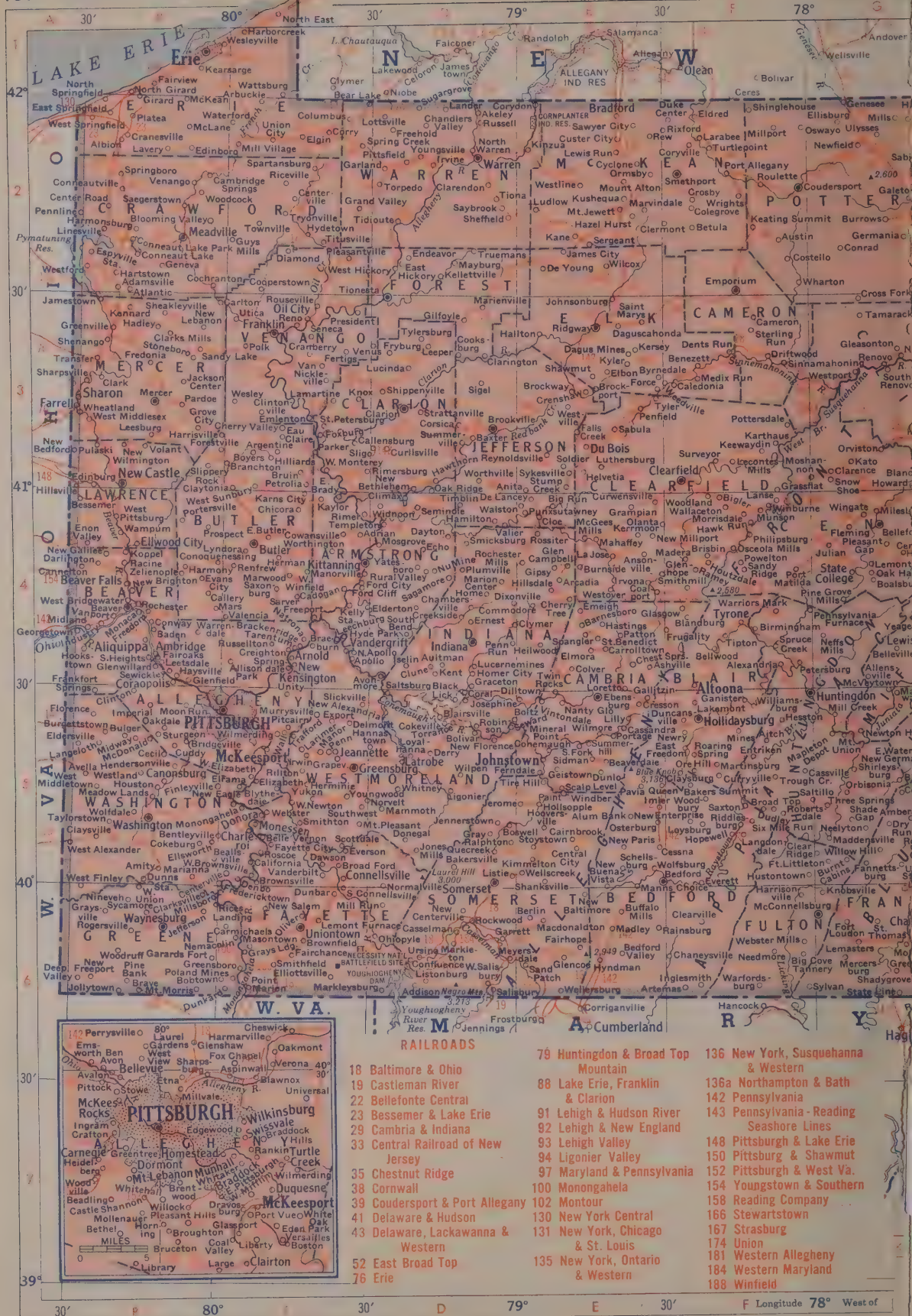


State Capitals

County Seats

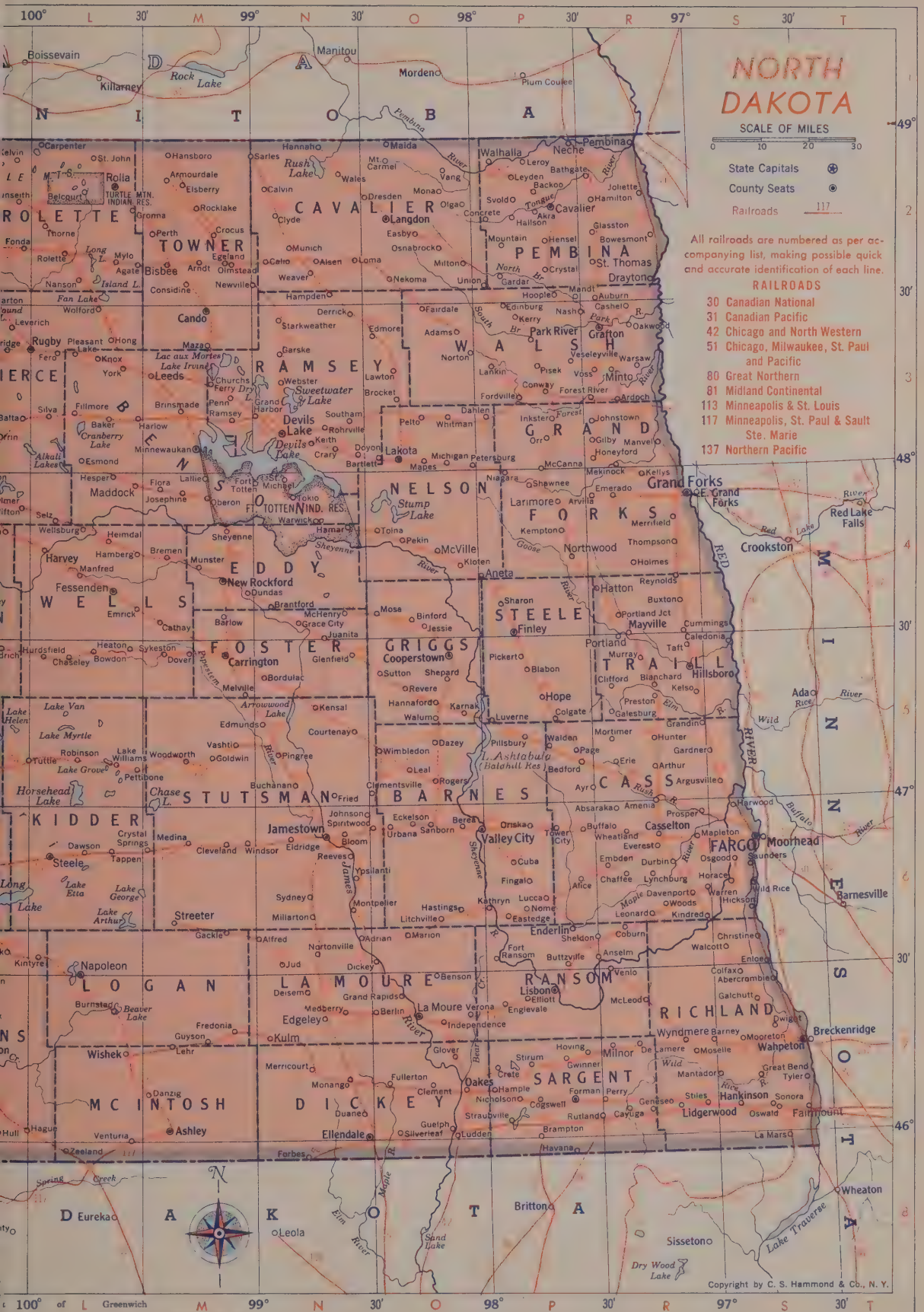
Railroads

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NORTH DAKOTA

SCALE OF MILES

State Capitals

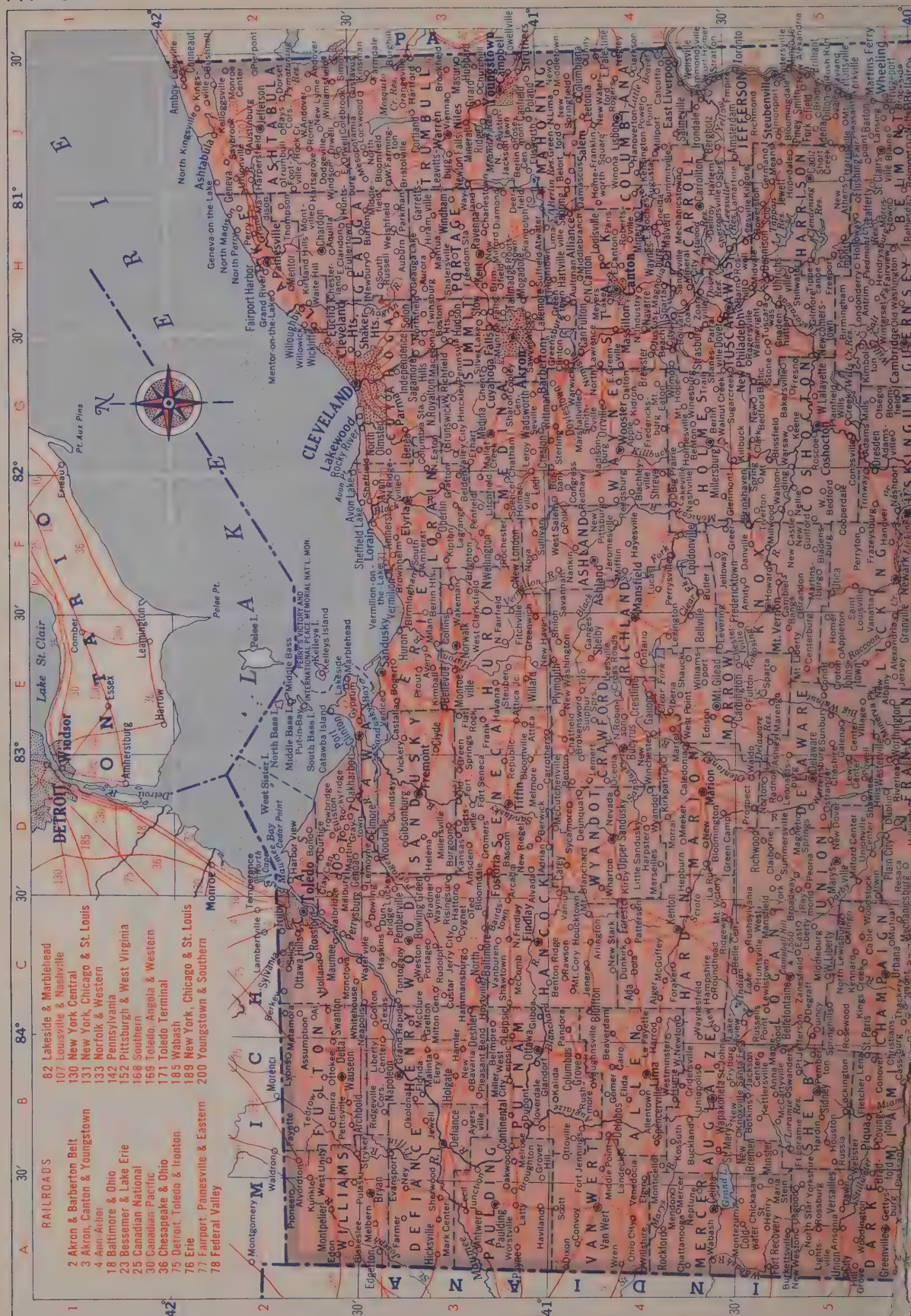
County Seats

Railroads 117

All railroads are numbered as per accompanying list, making possible quick and accurate identification of each line.

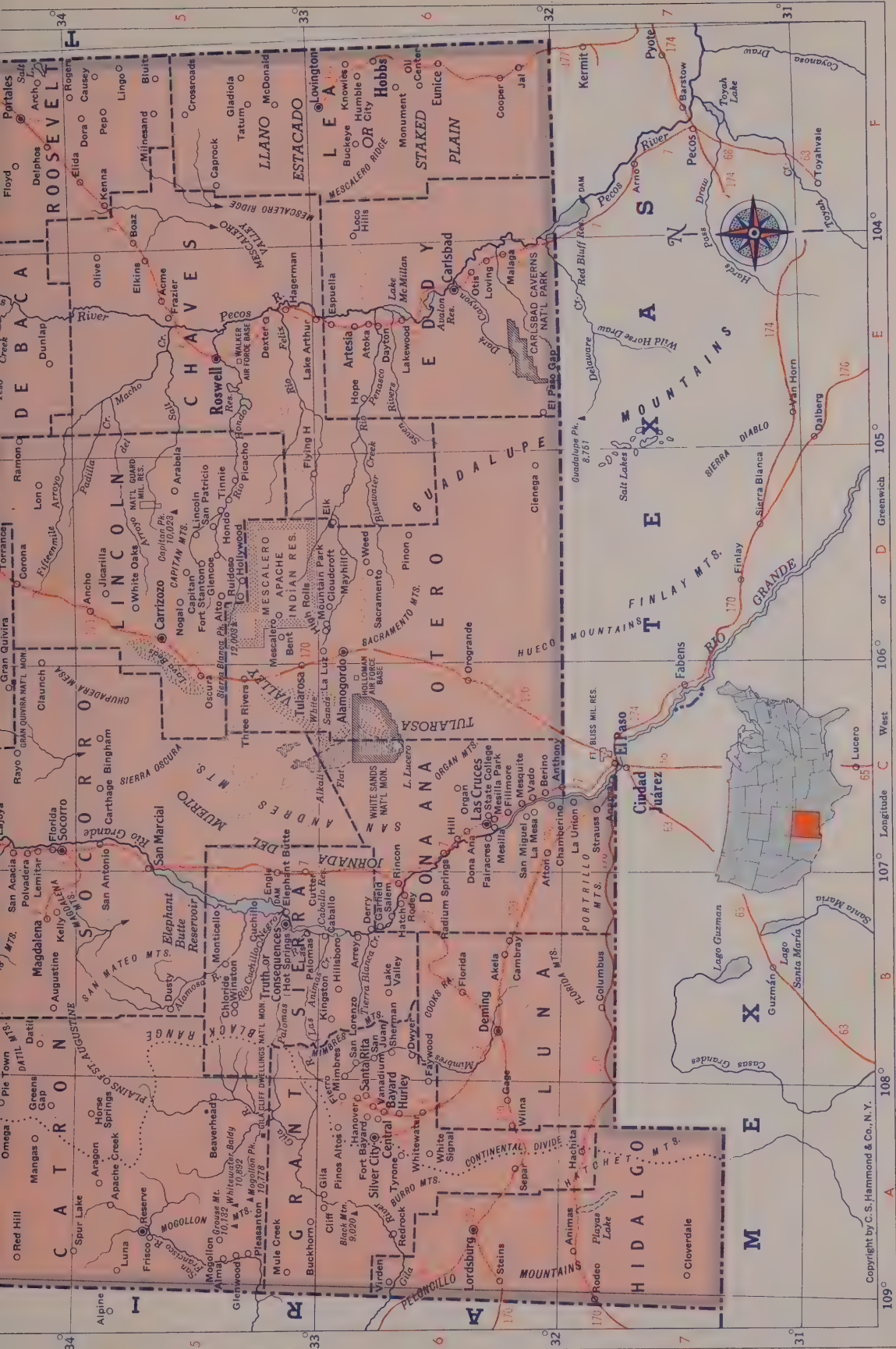
RAILROADS

- 30 Canadian National
- 31 Canadian Pacific
- 42 Chicago and North Western
- 51 Chicago, Milwaukee, St. Paul and Pacific
- 80 Great Northern
- 81 Midland Continental
- 113 Minneapolis & St. Louis
- 117 Minneapolis, St. Paul & Sault Ste. Marie
- 137 Northern Pacific

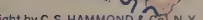


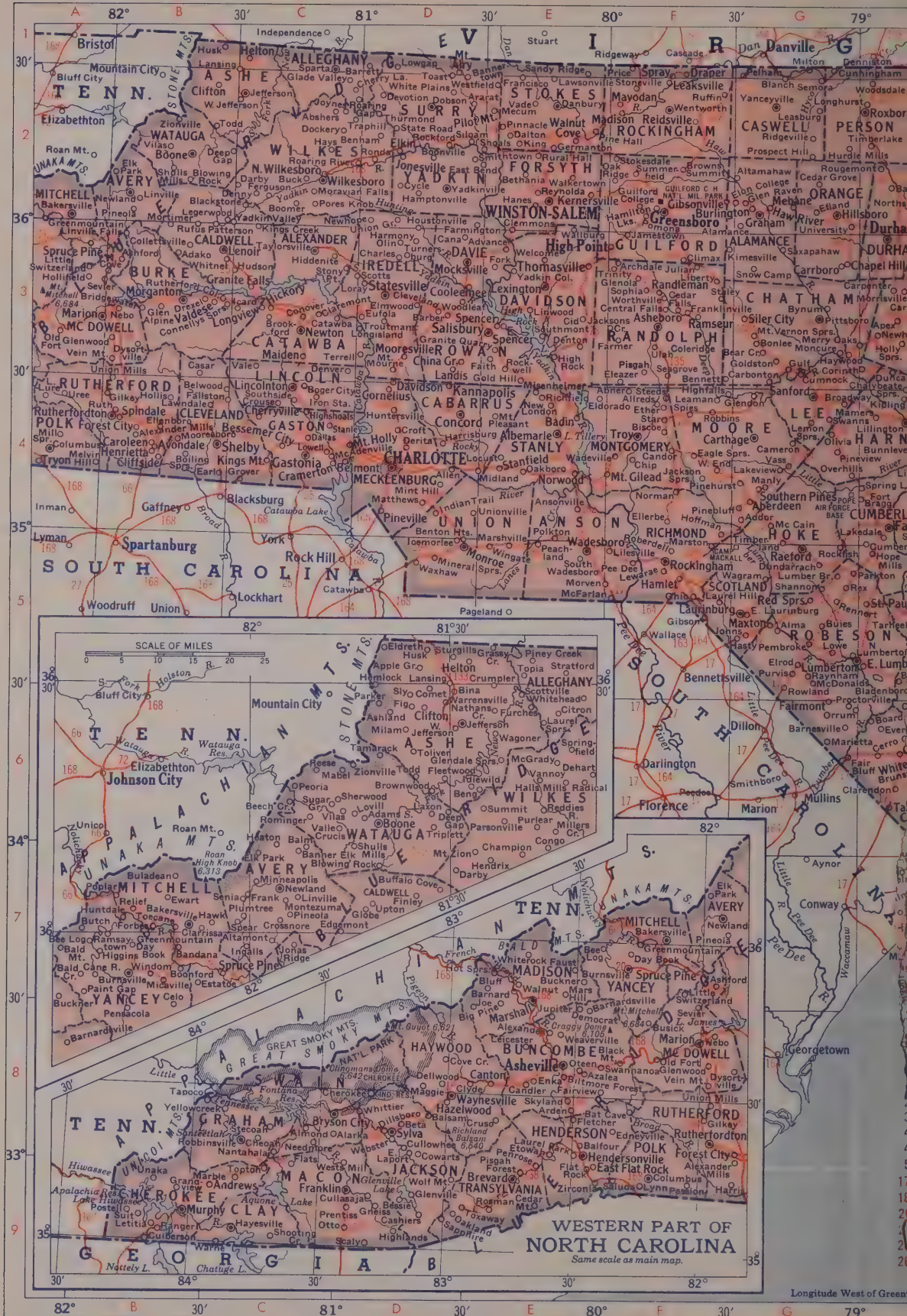


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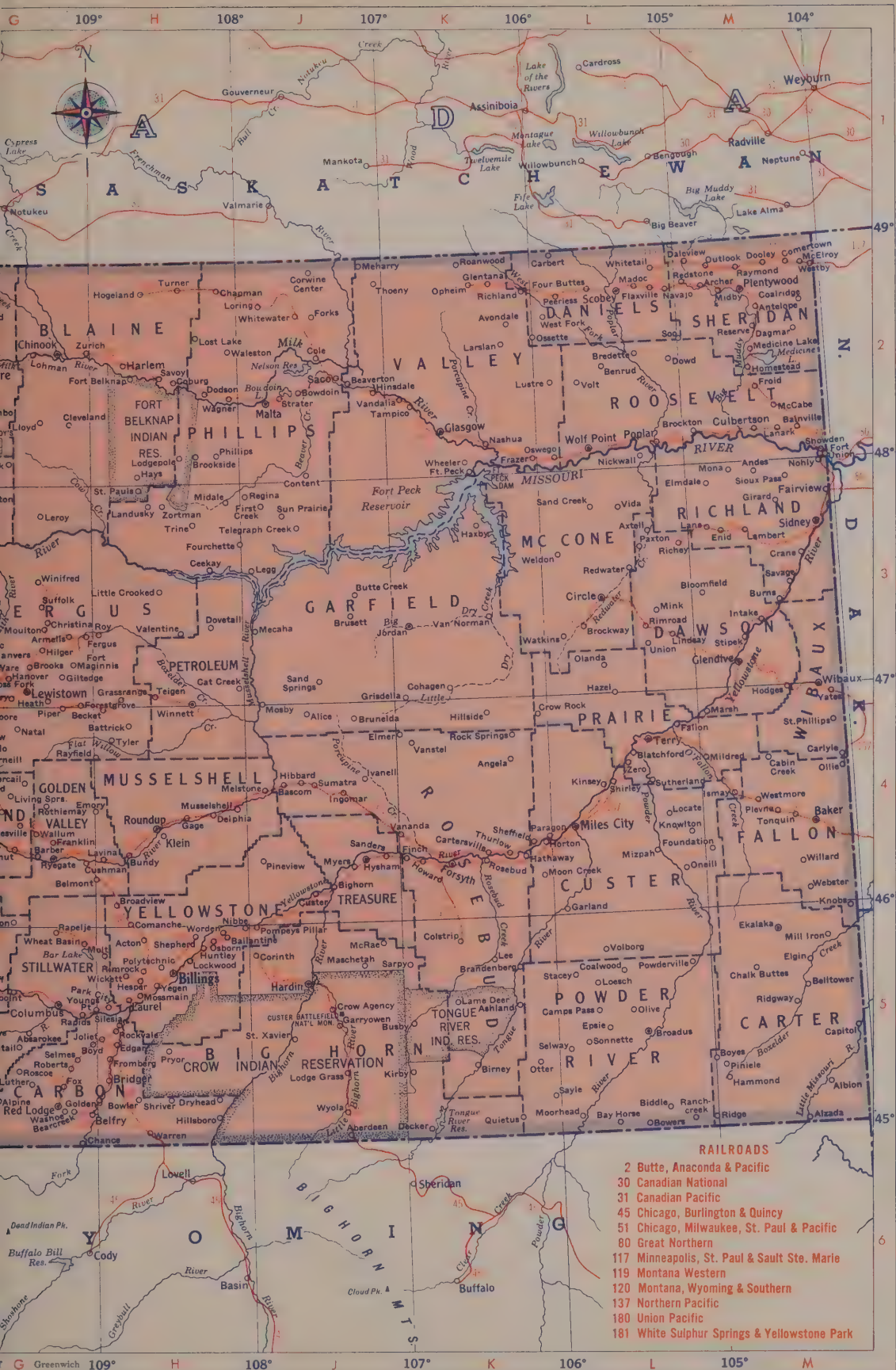




WESTERN PART OF NORTH CAROLINA

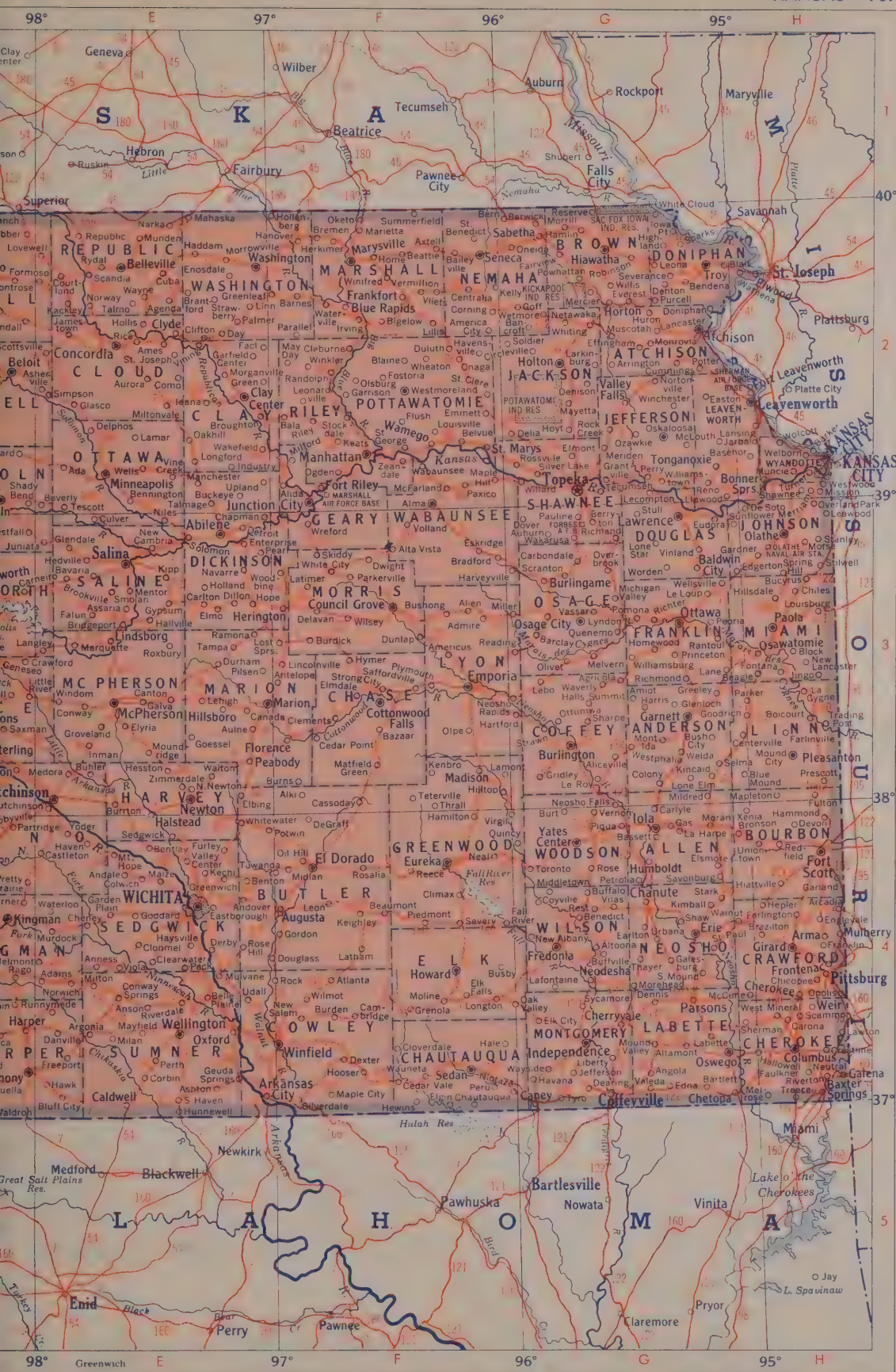
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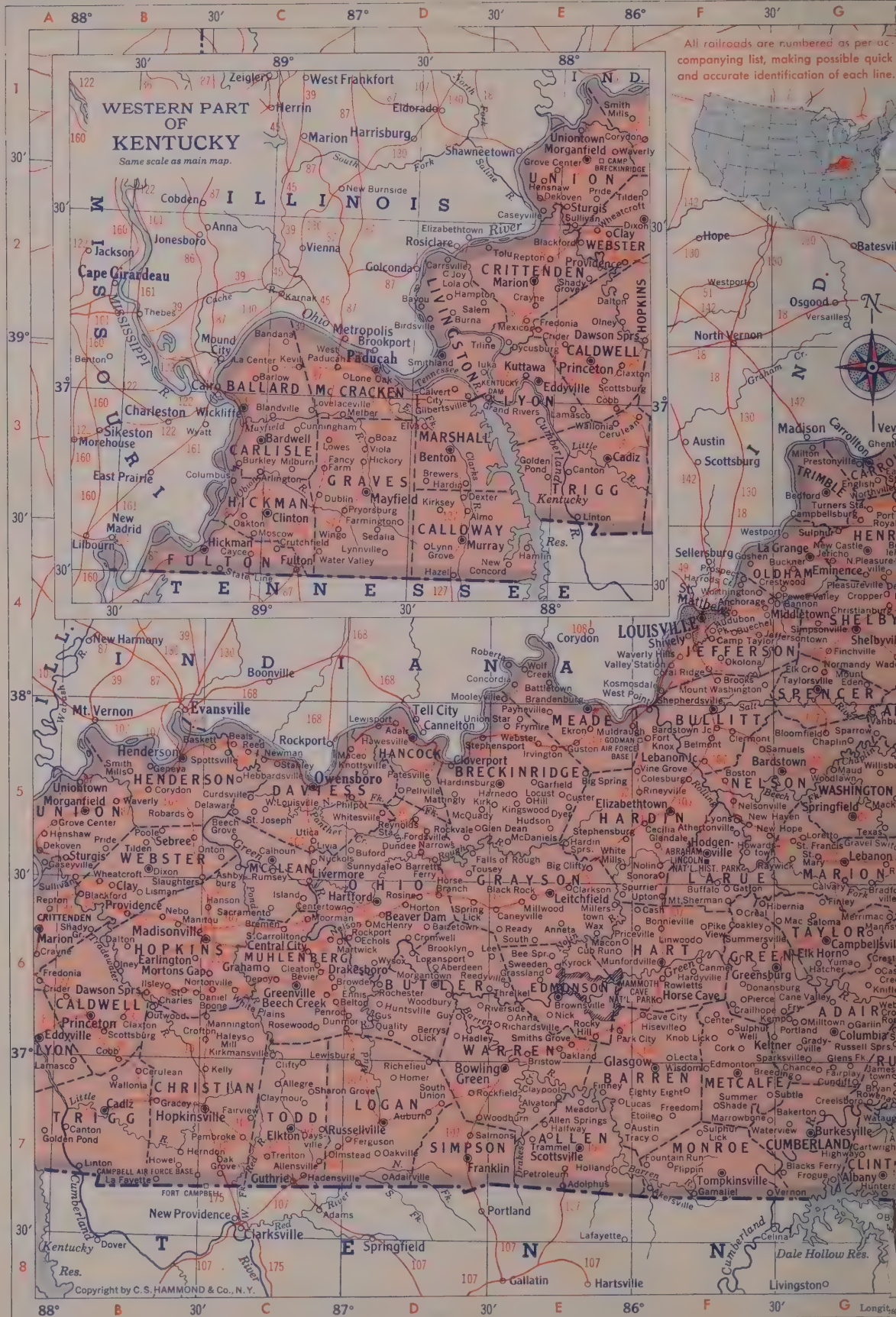


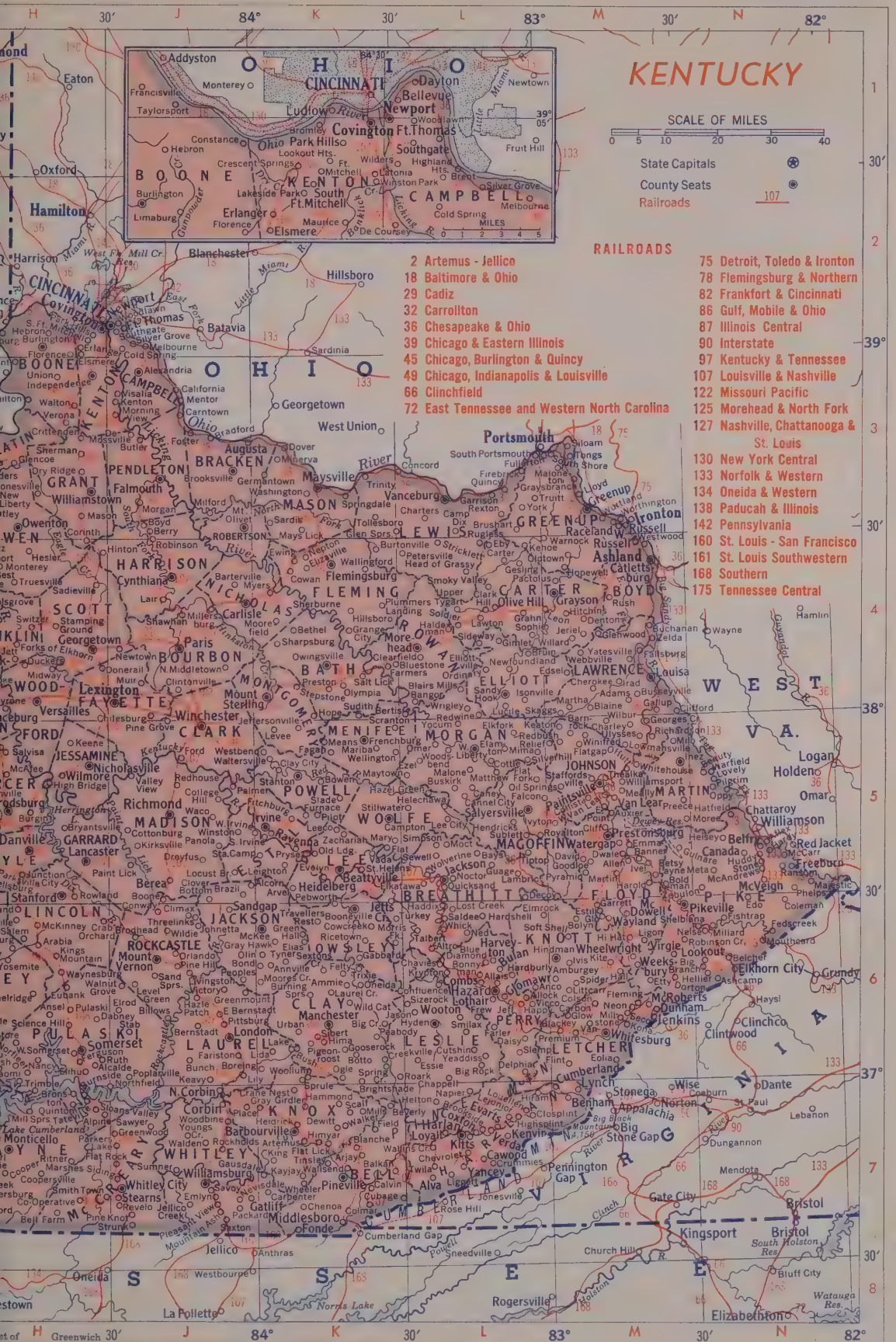


- RAILROADS**
- 2 Butte, Anaconda & Pacific
 - 30 Canadian National
 - 31 Canadian Pacific
 - 45 Chicago, Burlington & Quincy
 - 51 Chicago, Milwaukee, St. Paul & Pacific
 - 80 Great Northern
 - 117 Minneapolis, St. Paul & Sault Ste. Marie
 - 119 Montana Western
 - 120 Montana, Wyoming & Southern
 - 137 Northern Pacific
 - 180 Union Pacific
 - 181 White Sulphur Springs & Yellowstone Park



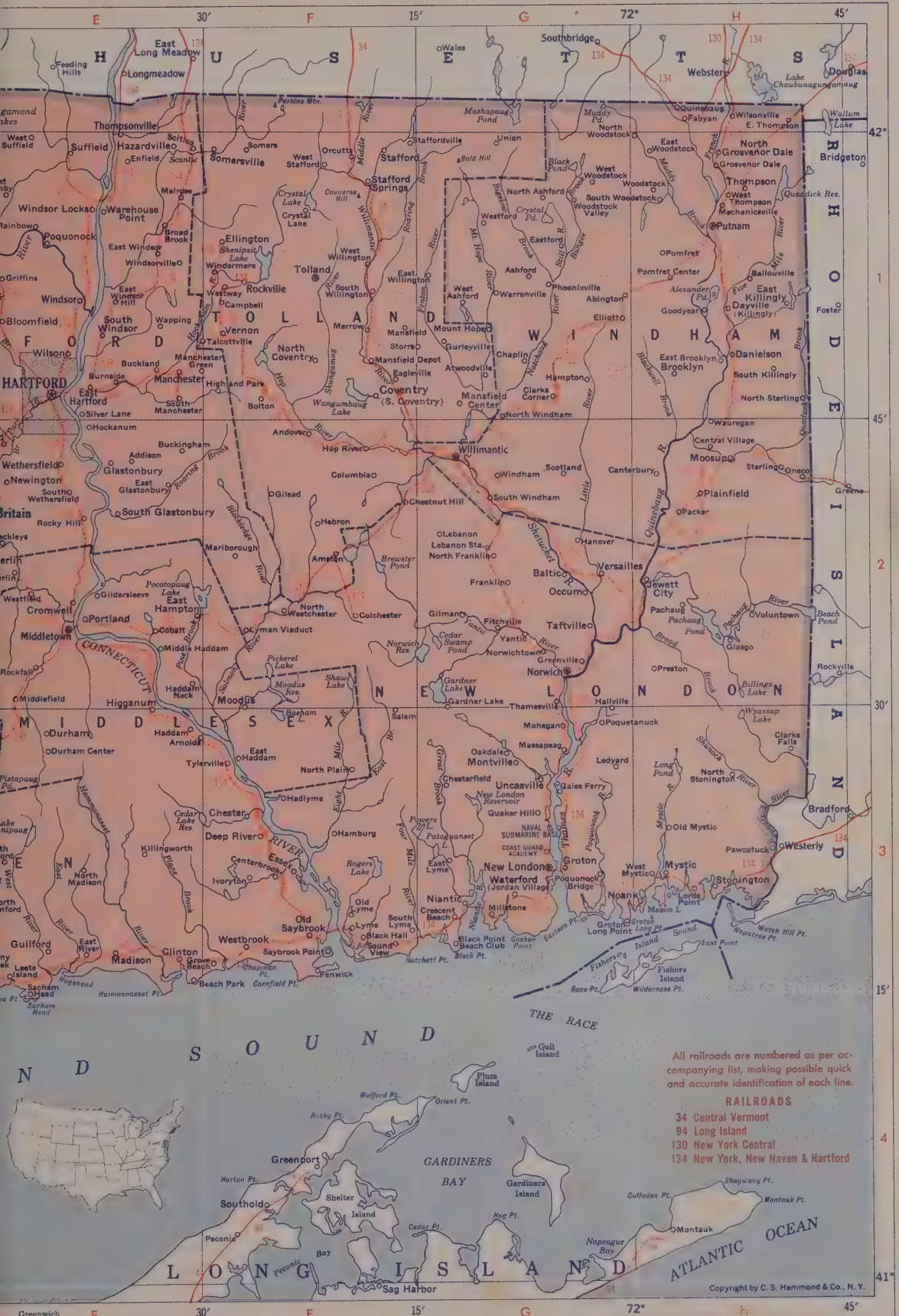








180 Union Pacific

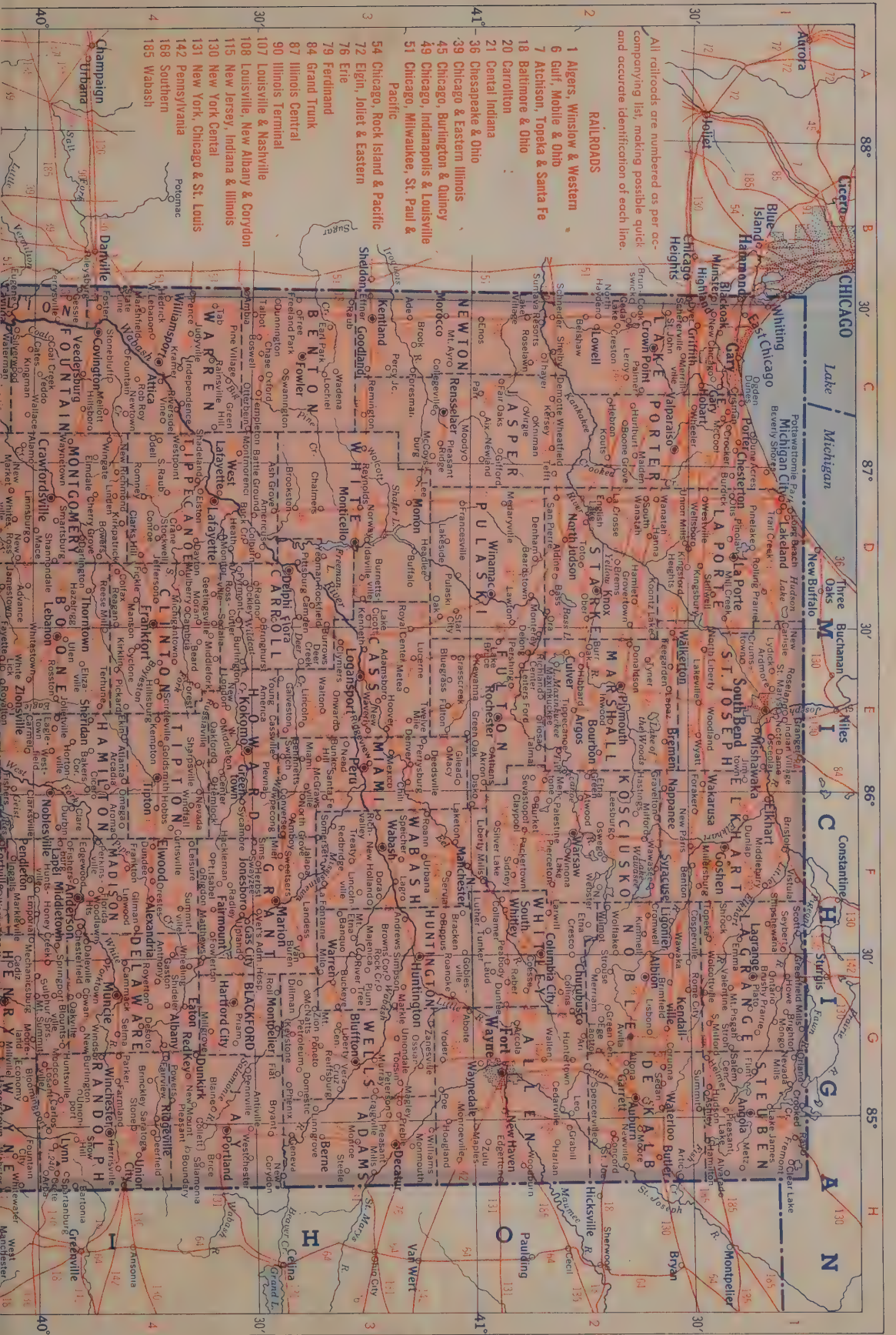


All railroads are numbered as per accompanying list, making possible quick and accurate identification of each line.

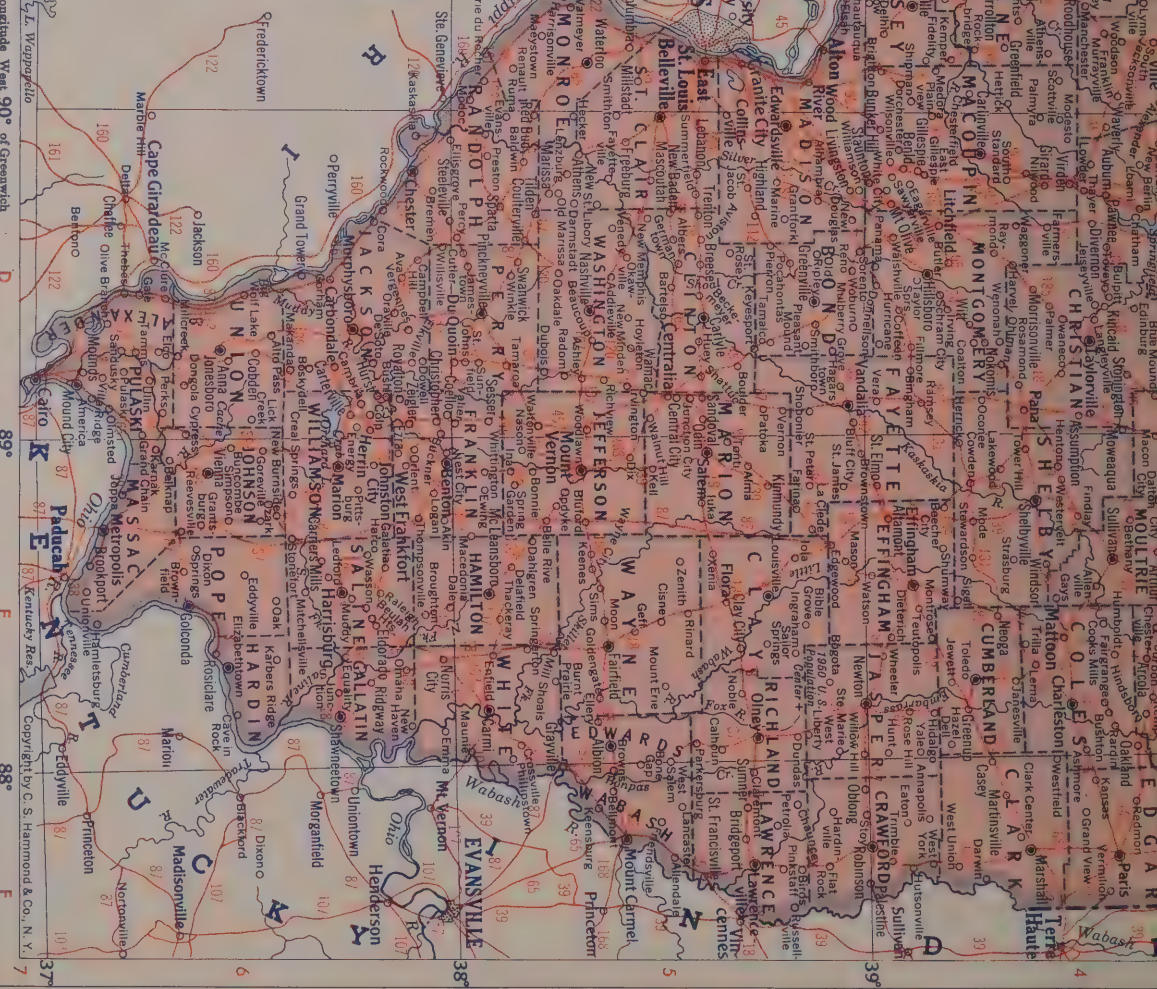
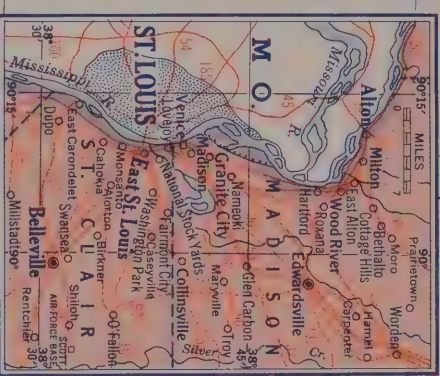
RAILROADS

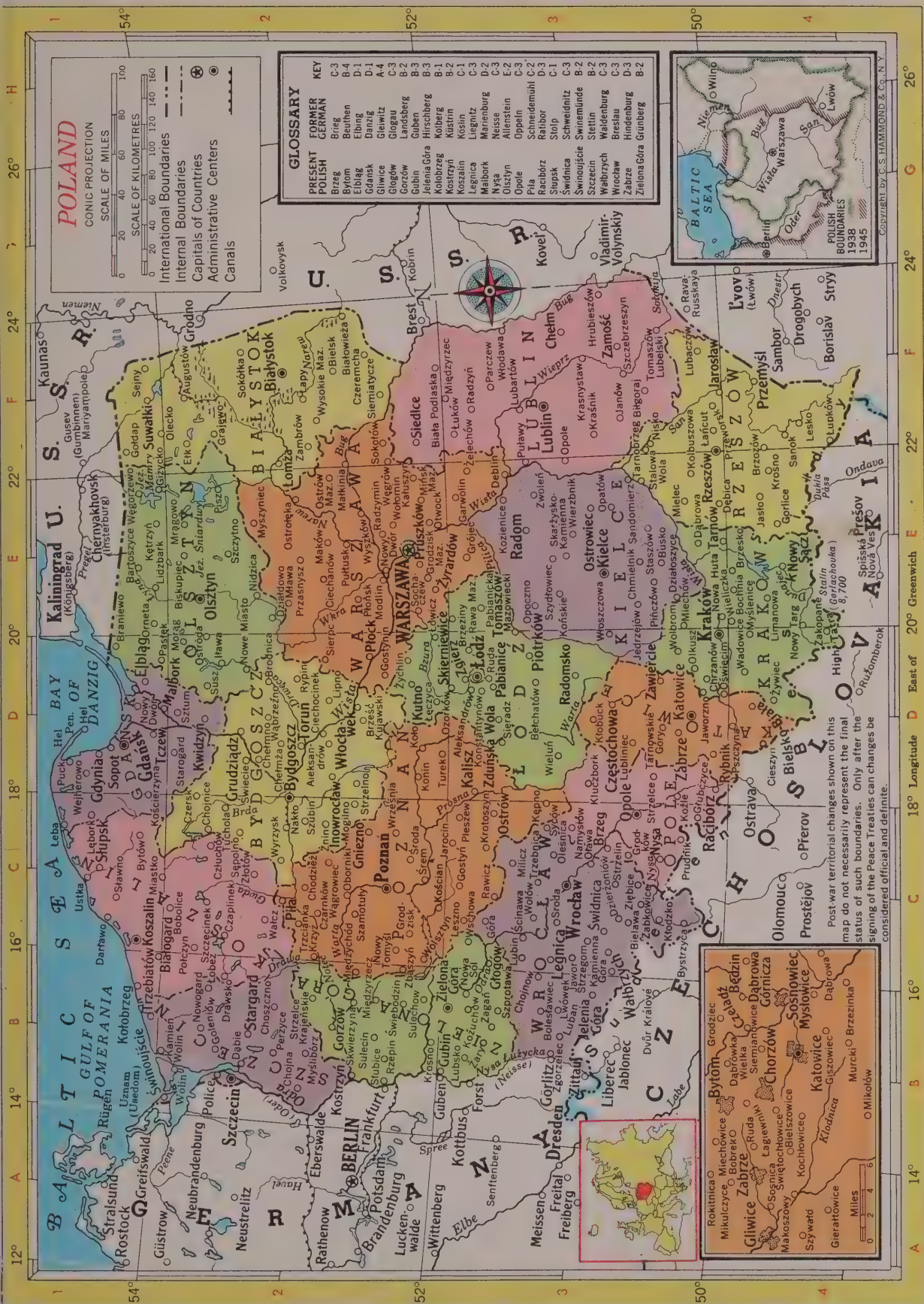
- 34 Central Vermont
- 94 Long Island
- 130 New York Central
- 134 New York, New Haven & Hartford

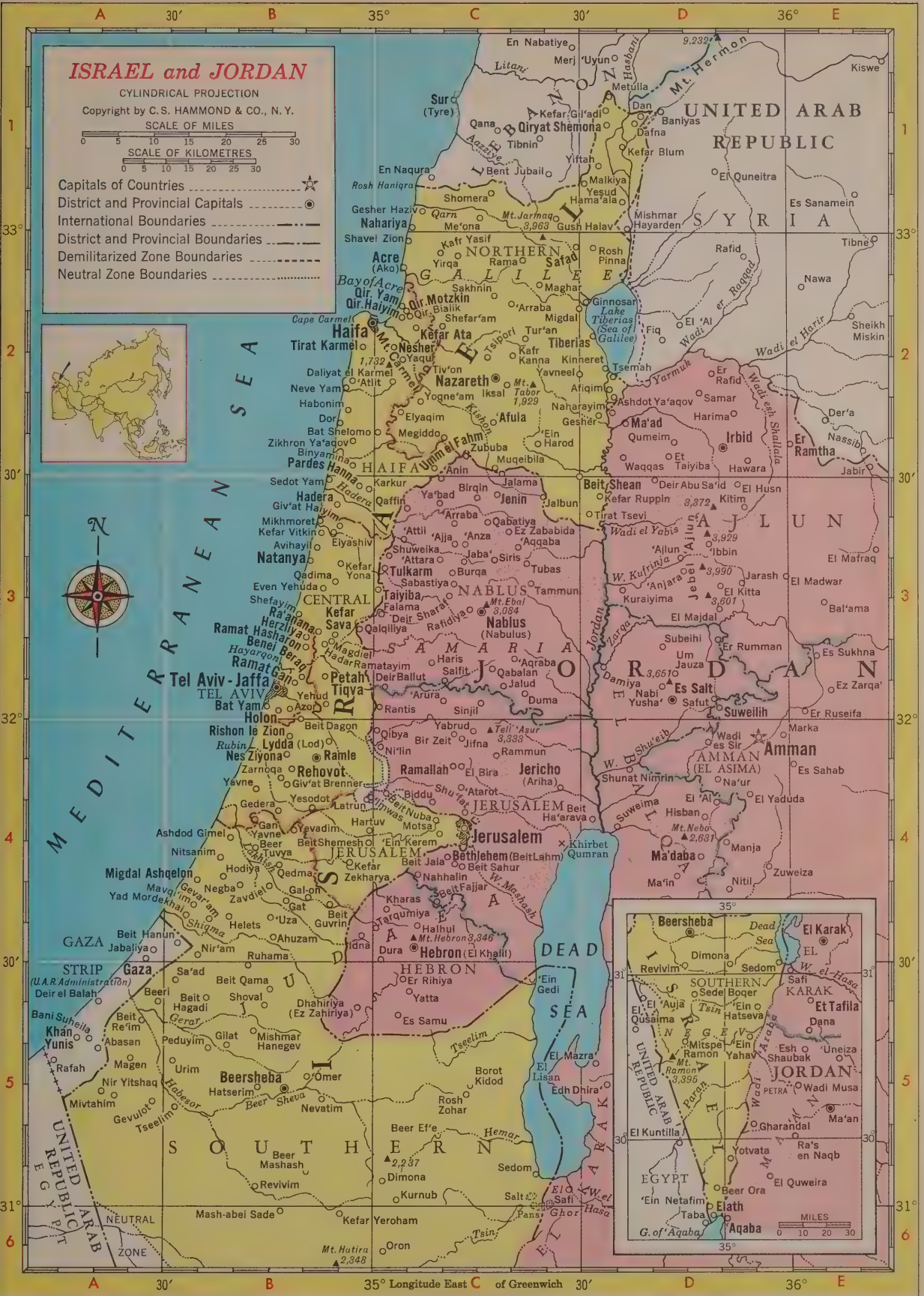




- 54 Chicago, Rock Island & Pacific
65 New York Central
72 Elgin, Joliet & Eastern
76 Erie
77 Galashburg & Great Eastern
84 Grand Trunk
85 Gulf, Mobile & Ohio
86 Hoppole, Yorktown & Tampico
87 Illinois Central
90 Illinois Terminal
91 Indiana Harbor Belt
97 La Salle & Bureau County
98 Litchfield & Madison
107 Louisville & Nashville
113 Minneapolis & St. Louis
117 Minneapolis, St. Paul & Sault Ste. Marie
120 Missouri - Illinois
121 Missouri - Kansas - Texas
122 Missouri Pacific
130 New York Central
131 New York, Chicago & St. Louis
138 Paducah & Illinois
142 Pennsylvania
143 Peoria and Pekin Union
149 Rock Island Southern
160 St. Louis - San Francisco
161 St. Louis Southwestern
168 Southern
175 Toledo, Peoria & Western
185 Wabash









THE NEAR and MIDDLE EAST

CONIC PROJECTION

SCALE OF MILES

0 50 100 200 300 400

SCALE OF KILOMETRES

0 100 200 300 400

Capitals of Countries

Other Capitals

International Boundaries

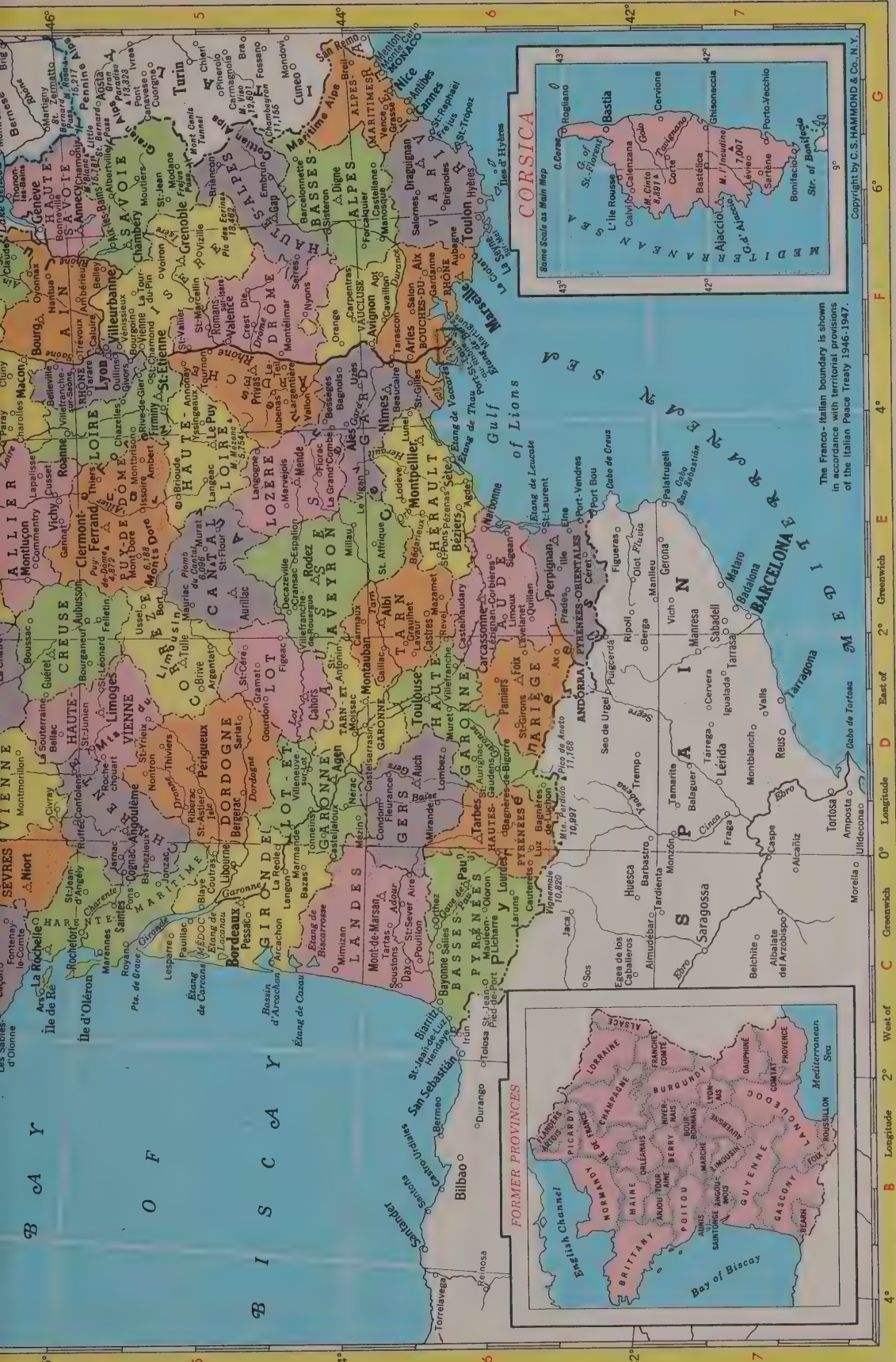
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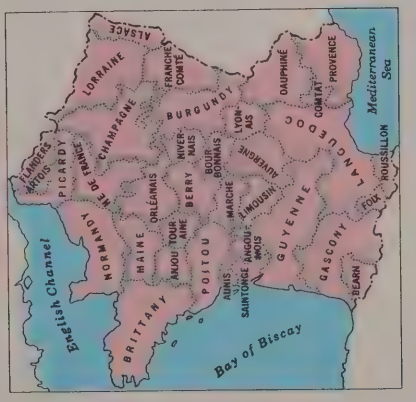






The Franco-Italian boundary is shown in accordance with territorial provisions of the Italian Peace Treaty 1946-1947.

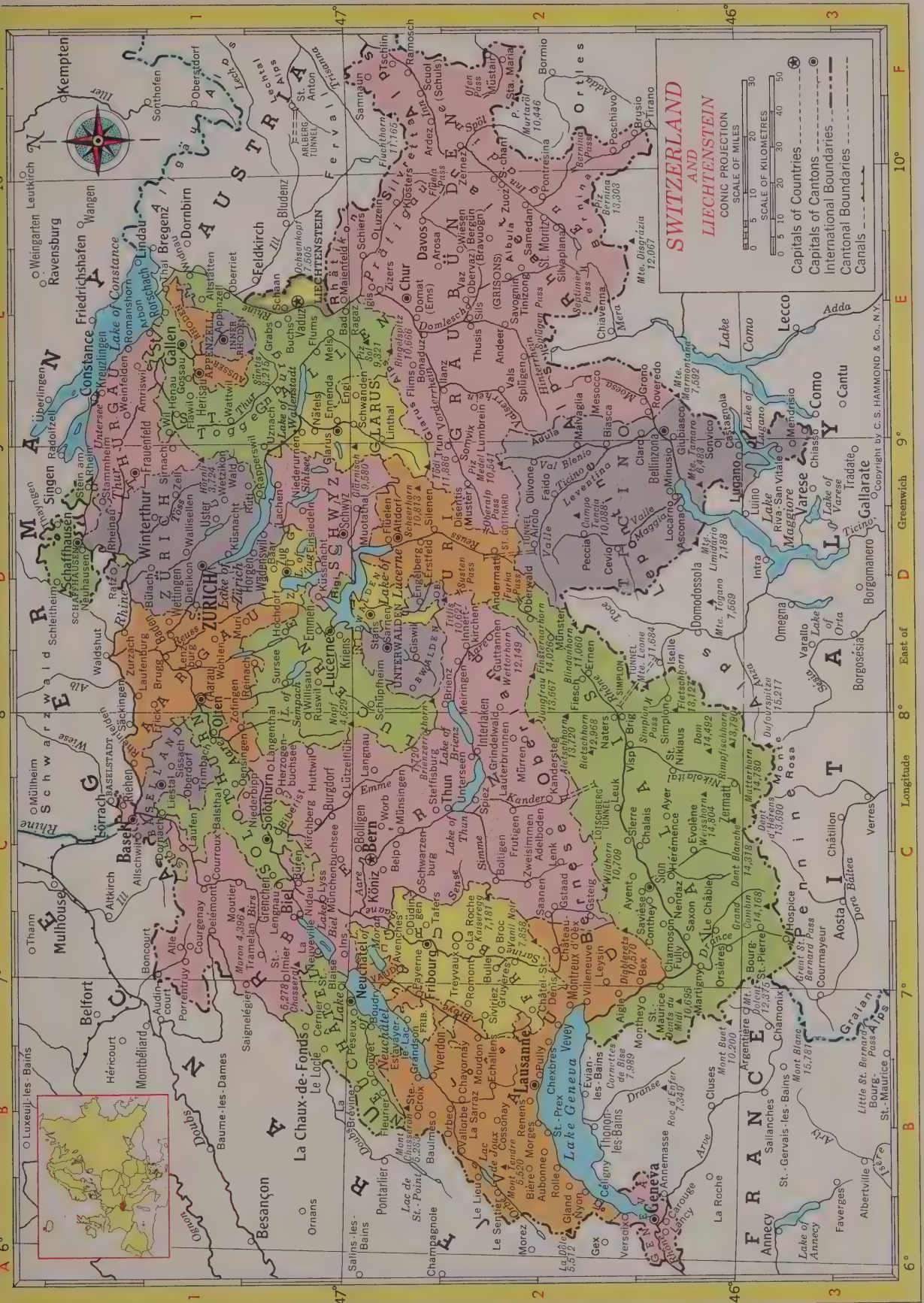
FORMER PROVINCES







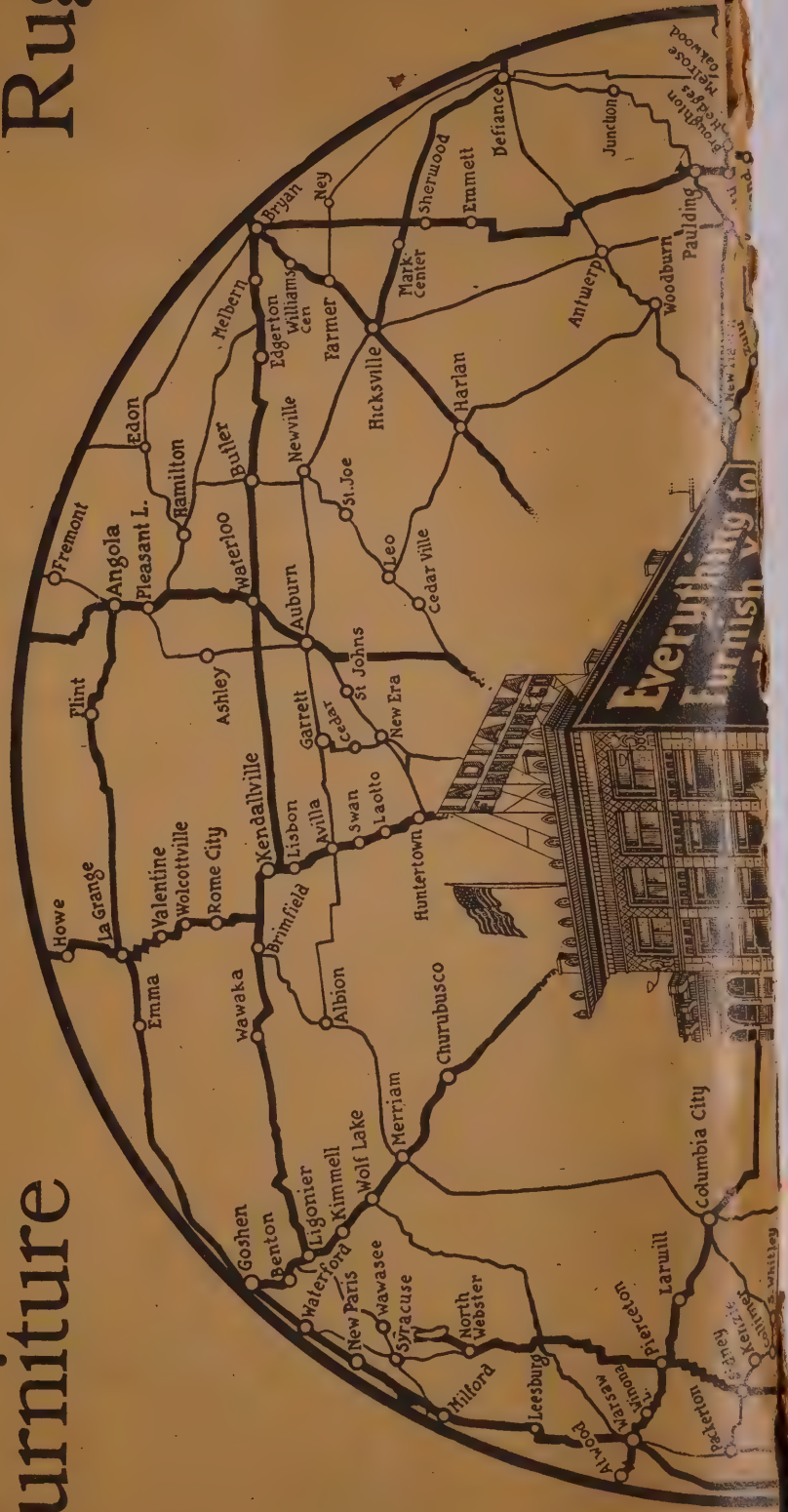


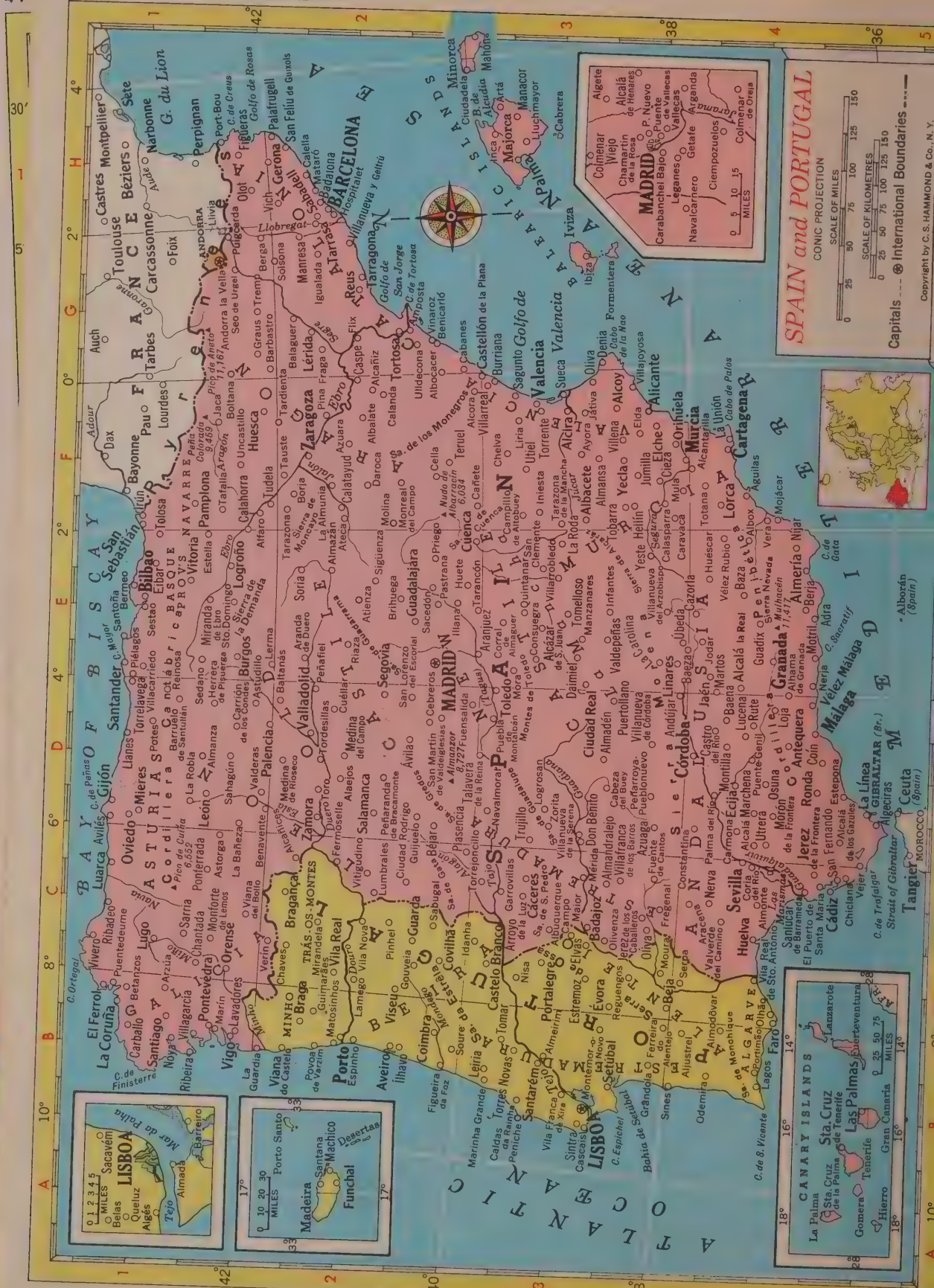




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HARDWARE of QUALITY

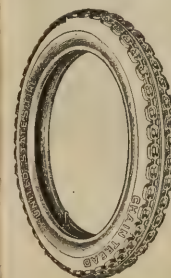
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**LET EXPERTS
EXAMINE YOUR
BATTERY**

Get honest, conscientious service. We will demonstrate to your satisfaction any statement we make regarding your battery.

RELIABLE REPAIRS

We are now permitted to use the patented Vesta Impregnated Mats in repairing all makes of Batteries. Let us explain what this means to you.

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A. M. Fuhrman, Prop. 213 W. Main St.
Distributors of
Vesta Storage Batteries
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Charging and
Repairing of all
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Rental Batteries
Free Service



The "Oak" Serves the Best 10c Lunch and Soft Drinks
in town----also
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We are Distributors for Eight Different Styles of Electric Washing Machines.

The Ohio Tule Vacuum Cleaner and The Royal Vacuum Cleaner.

Both the Ohio Tule and the Royal Vacuum Cleaner Clean without Beating and Pounding.

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SHOE STORE

Where PRICE TALKS

207 E MAIN ST.

We Carry a Complete Line of Shoes and Rubber Footwear
Our Buying Power is the Reason for Values



We
Operate
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Stores



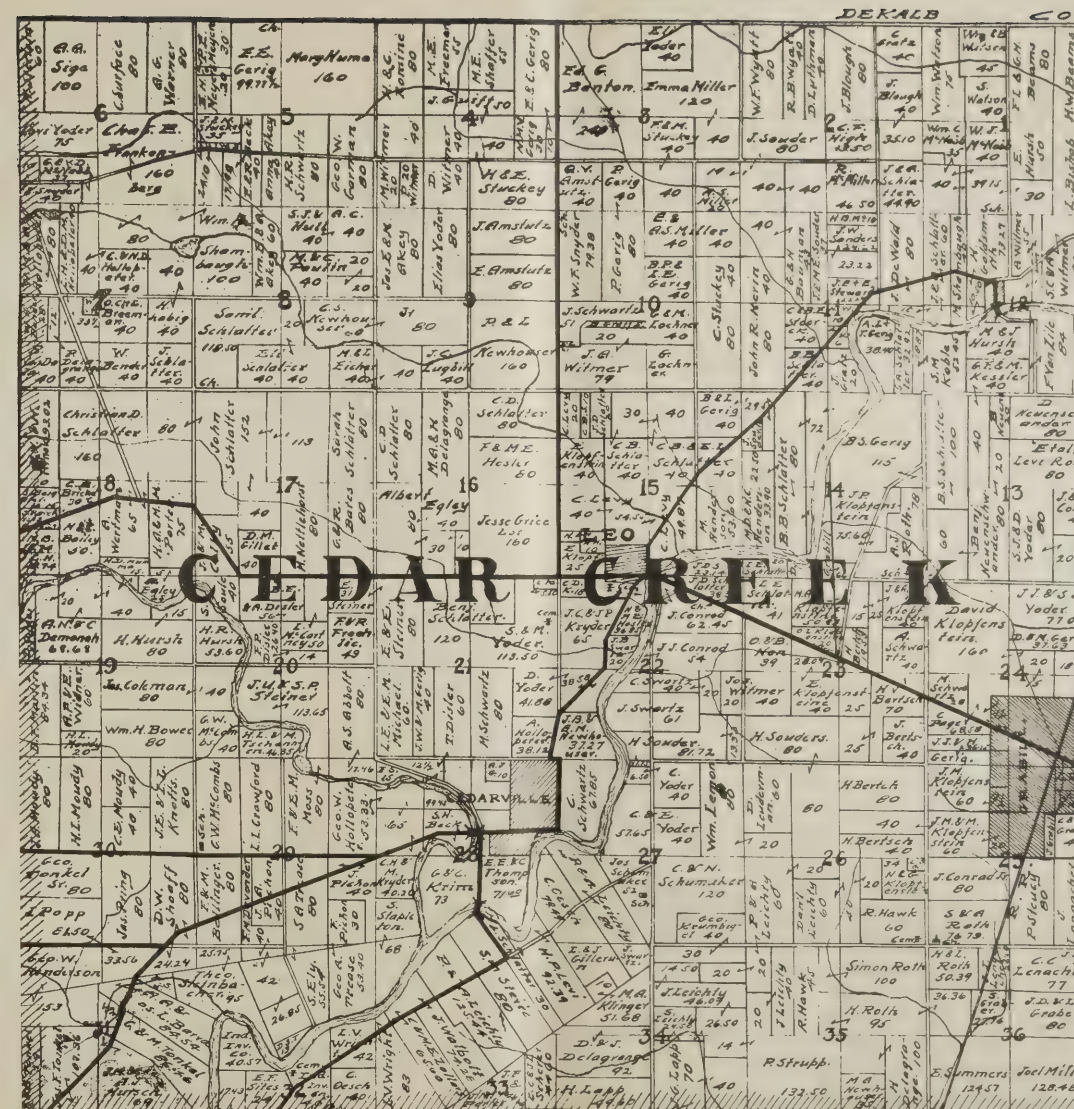
LOUIS FORTRIEDE

Dependable Foot Wear for the Whole Family

HIGH CLASS REPAIRING

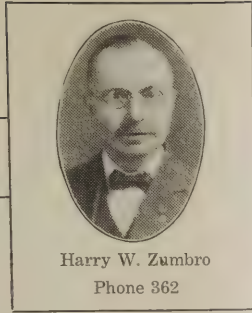
615 Calhoun Street

Fort Wayne, Indiana





Frank Chalfant
Phone 2706 Black



Harry W. Zumbro
Phone 362

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Protestant

Harry Zumbro, Assistant Manager

Office Phone 362

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Fort Wayne, Indiana

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WE LOAN MONEY

In Any Amount From

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Fort Wayne, Indiana

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Easy Terms
Courteous
Treatment
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Deal Assured
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A NEW ROOF

IT GOES ON WITH A BRUSH AND LASTS A LIFETIME

A Liquid Elastic Asbestos Coating Which Is FIRE-PROOF SUN-PROOF WEAR-PROOF WEATHER-PROOF

It adheres to any kind of roof, and will not wrinkle, crack, peel or blister

A NEW ROOF IN EVERY CAN

A Parabestos Roof is a one-piece Roof That lies flat at any slant or angle.

A Parabestos Roof has no laps, seams or joints that can leak, hence it remains permanently watertight.

No Matter How Old or Leaky---

You can make a new roof over the old one at a slight cost and no extra trouble, with a Brush and Parabestos.

Parabestos is put up in all sized packages, easy to open with large opening.

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Parabestos is absolutely harmless, tasteless, and does not affect rain water.

There are many other uses for Parabestos that you will find out after you commence to use it. Free sample by asking—

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VELIE SIX

These are the basic qualities of the Velie Six:

- V----Value
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Here is a car which by reason of its appearance, performance, and all-around excellence has convinced all of its genuine superiority.

POINSATTE AUTO CO.

Distributor

Phone 3900

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TRI-STATE LOAN & TRUST CO.

Fort Wayne, Indiana

Charles A. Wilding, President

Capital	\$ 500,000
Surplus	200,000
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A Strong Bank can afford liberal treatment to its Patrons. Our past policy and ample resources are our Guarantee for the Future.

We invite new accounts upon our merits for strength and superior facilities.

We want your business and will try to please.

--FIRST JOINT STOCK LAND BANK

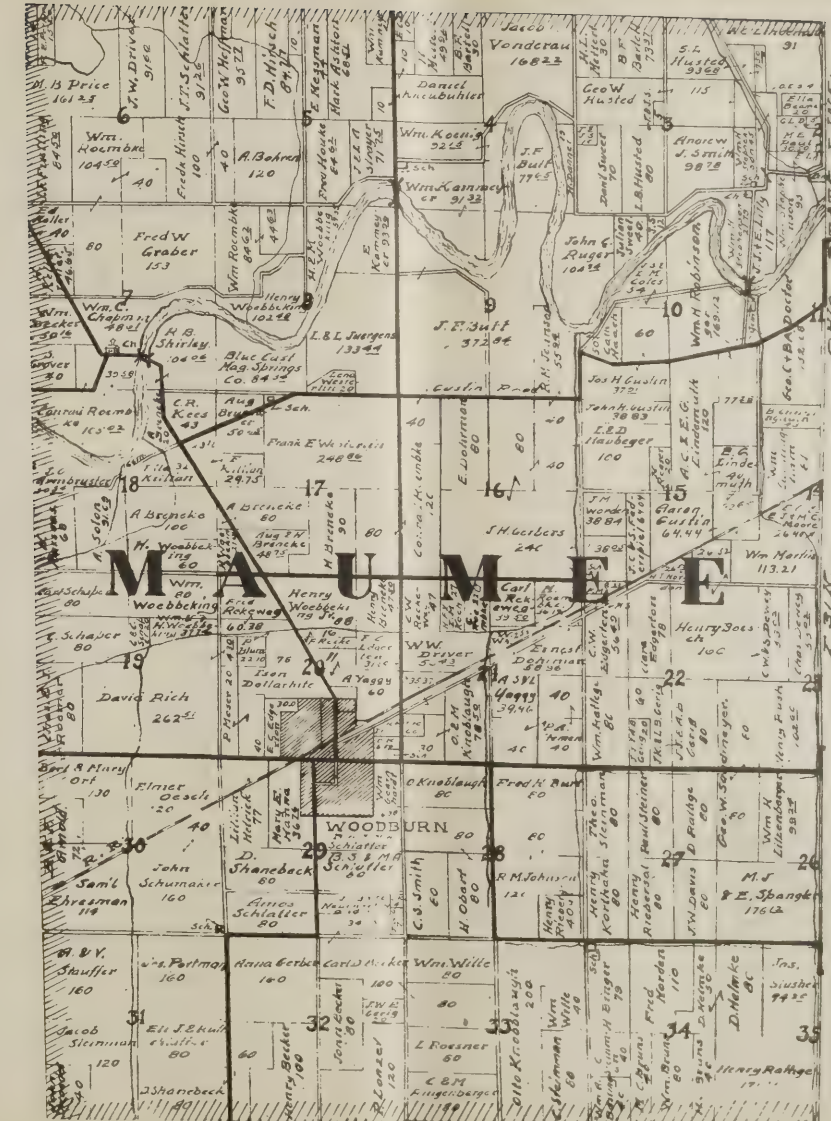
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Suitable Bodies for Every Hauling Purpose
Look for INTERNATIONAL on the hood
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In Northern
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Rest Rooms, Private Rooms, Chapel

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there is One Store
that LEADS
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BETTER MERCHANDISE AT LOWER PRICES

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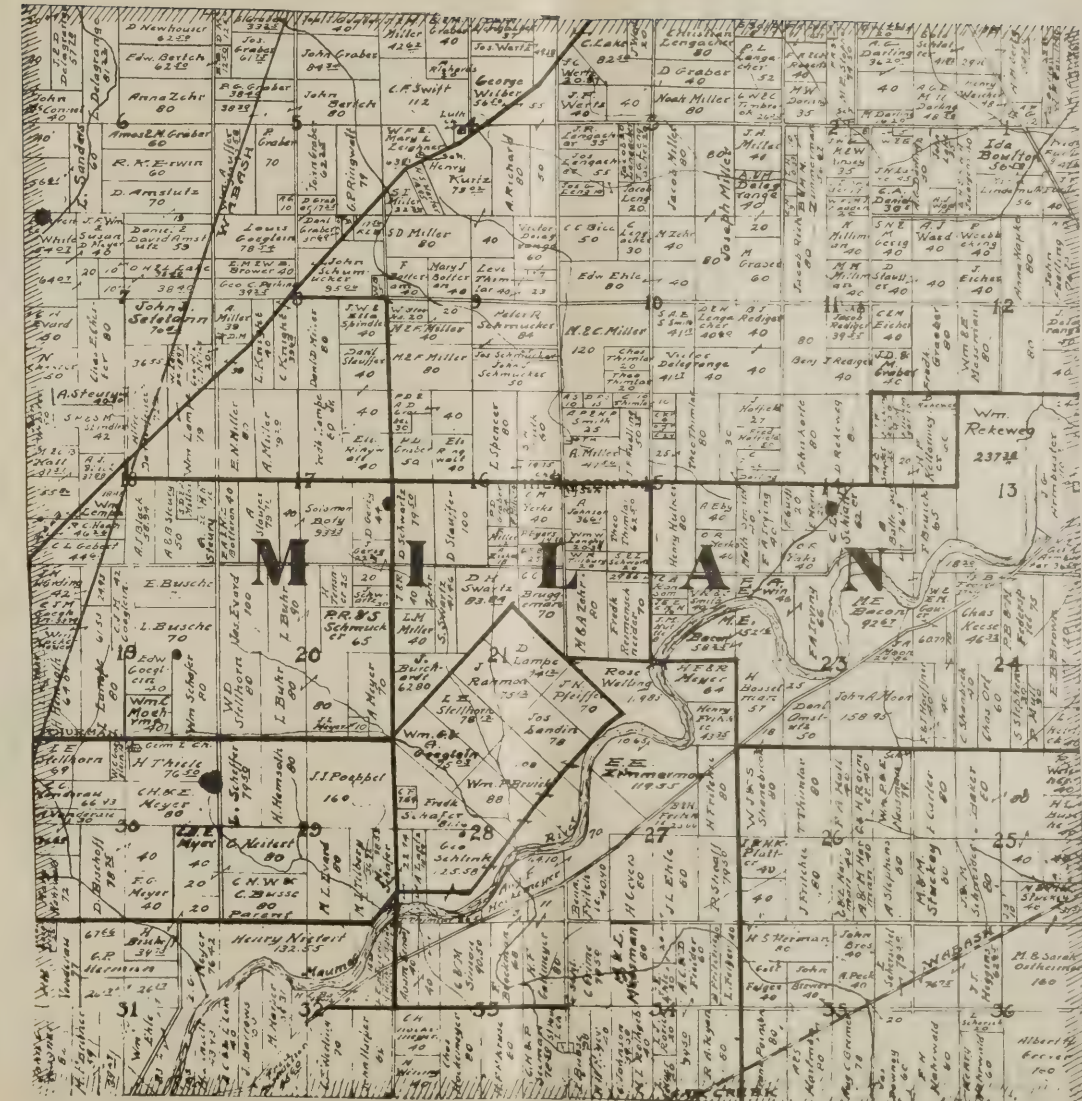
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Stately trees, paving, ornamental lighting, large lots—all these with the added attraction of ideal location, city conveniences amidst suburban surroundings make home sites like these irresistible for those who appreciate such an outlook as you see in this view.

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Since 1865 we have served the public of Fort Wayne and Northern Indiana and pride ourselves on having by far a larger selection of Diamonds, Silverware, Rings, Clocks, etc., than any other store in this section. We're always willing to show you what we have whether you are contemplating buying or not.

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"Allen County has some purty good roads—and they all lead to this place, where a feller that's havin' trouble with his automobile can get re-a-l service. Gettin' authorized factory service together with genuine parts is what gives an automobile owner his money's worth. Don't care what it is—battery trouble, electrical system trouble, or the insides o' the motor—I can fix it in a jiffy—with the genuine parts for it, and factory backin'. Come right along!"

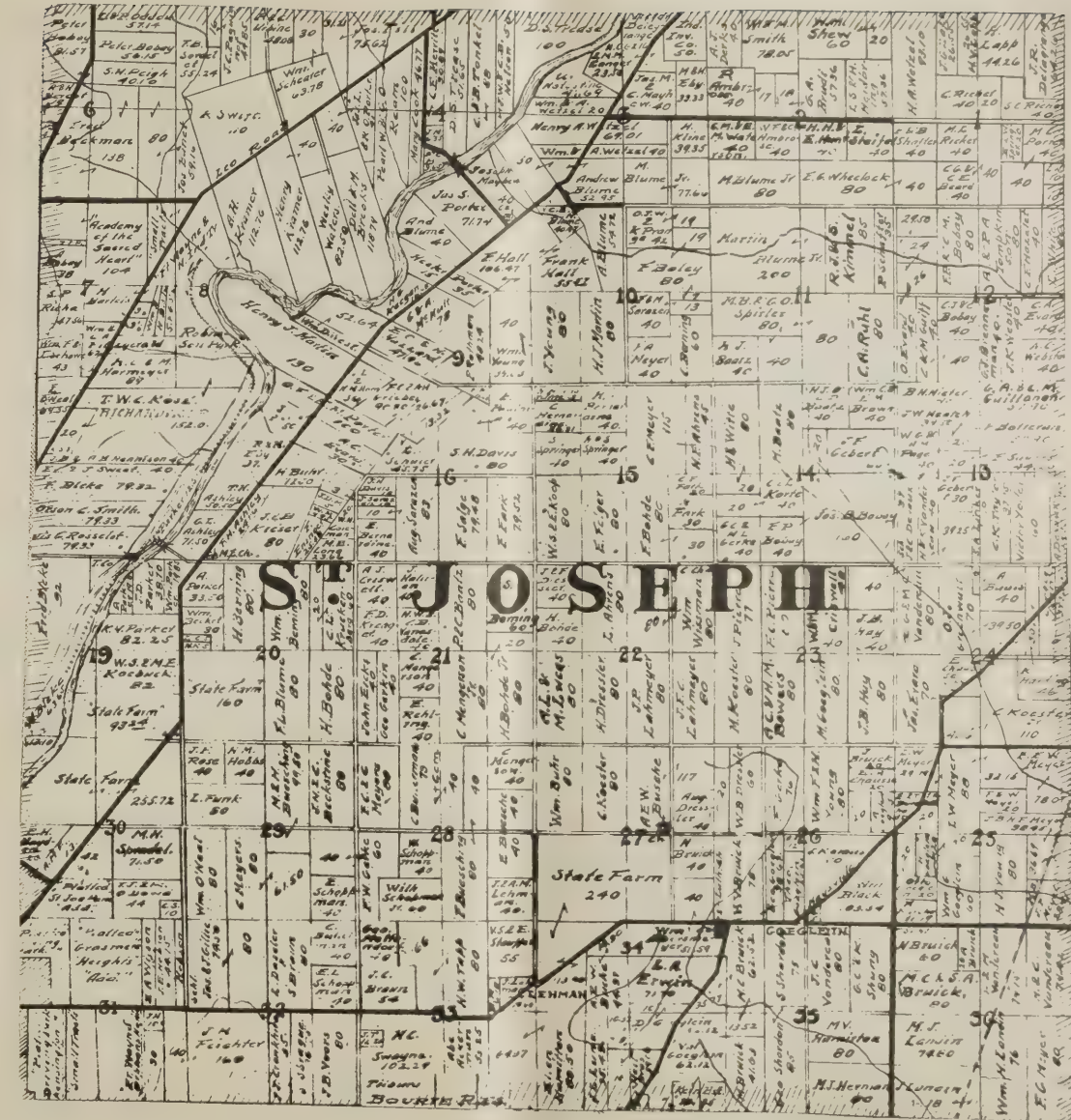
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I. DEAL SERVICE

IDEAL AUTO MANUFACTURING AND SALES CO.

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The Largest Farmer's Bank In Allen County

CAPITAL, \$200,000.00

SURPLUS, \$50,000.00

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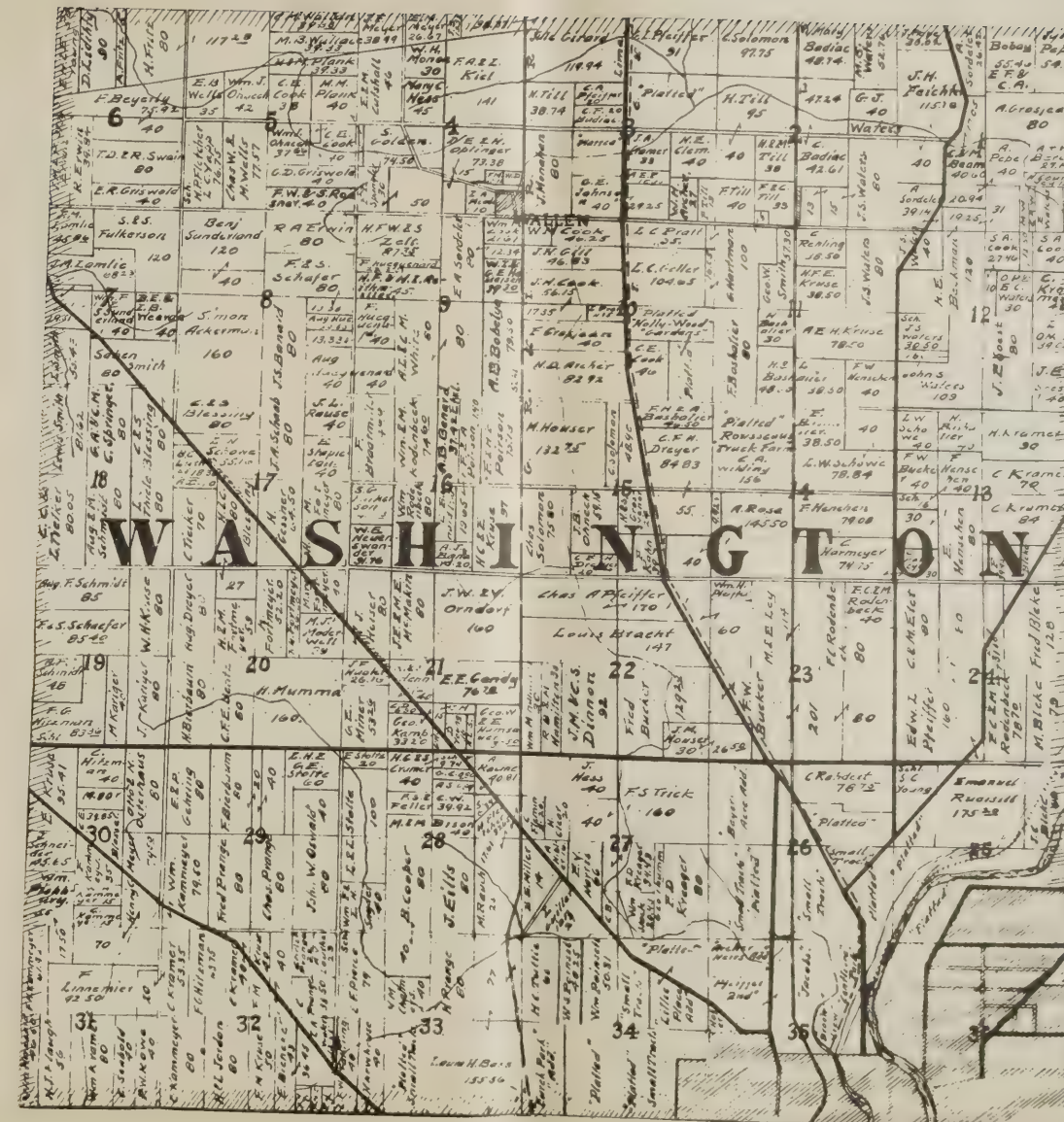
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Wm. F. Ranke	Vice President
Harley Somers	Secretary

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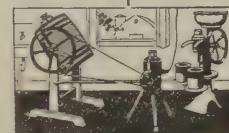
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"Electricity for every Farm"

CITY CONVENIENCES IN COUNTRY HOMES

Life in the country becomes enjoyable with Delco-Light, the complete electric light plant. In addition to brilliant, safe and healthful electric lights in the home, Delco-Light provides electric power for running the cream separator, washing machine, grind stone and also for pumping the water, thus making possible the convenience and comfort of a modern bath room.

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There are more than 100,000 installations throughout the world where Delco-Light is doing these things satisfactorily.

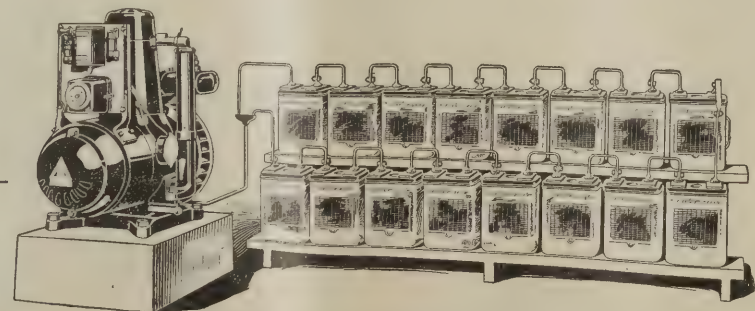
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H. W. Meyers, Manager
Phone 797

Fort Wayne, Indiana



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For Sixty Years Northern Indiana's Favorite Trading Place

Quality Merchandise, right business methods, right prices
has gained for us the confidence of the public.

Sixty years of successful merchandising and still going
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The City Light Plant is owned by the Tax Payers
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Also "Stanwick" 10c straight--cool--smooth and pleas-
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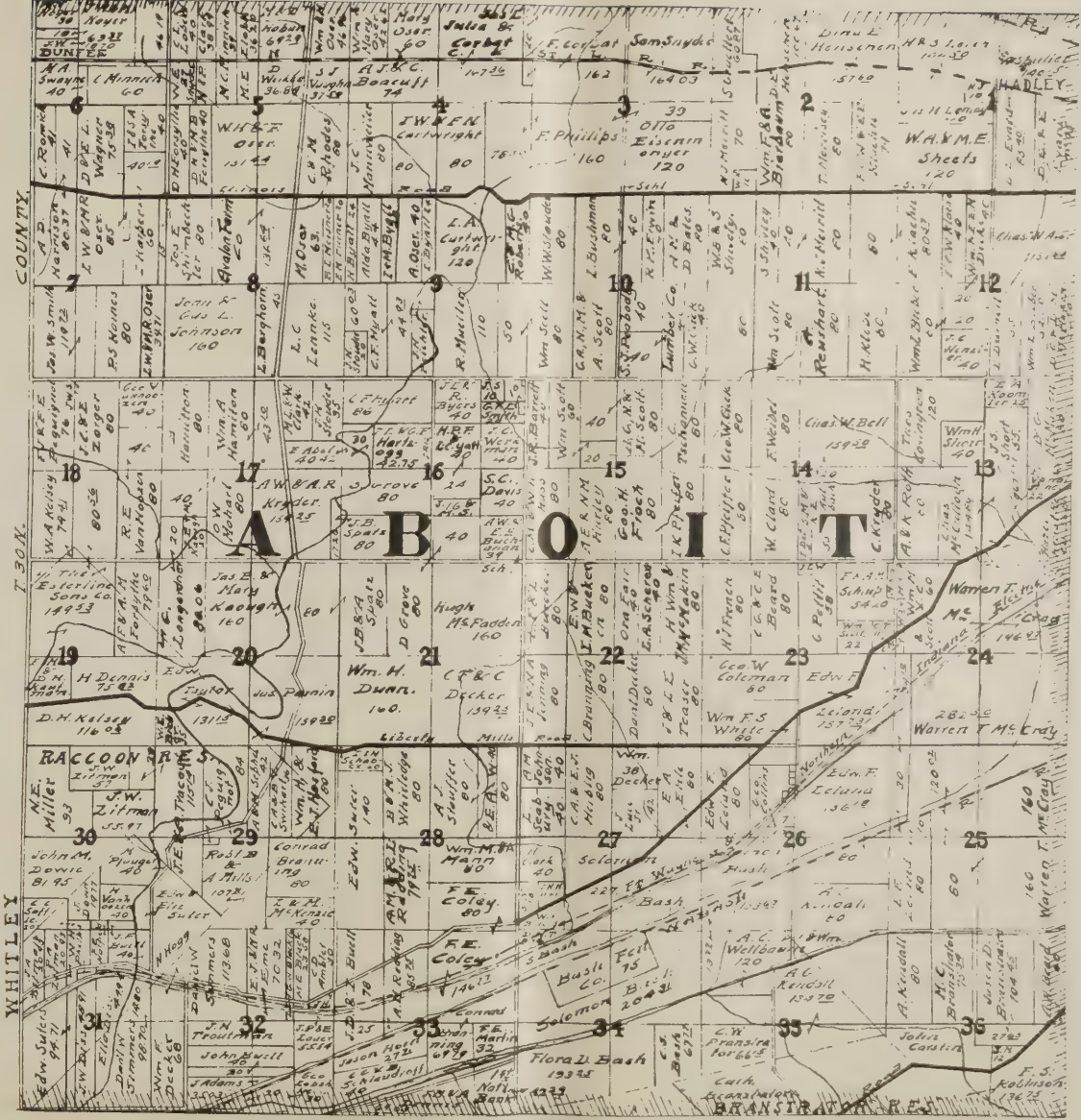
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A Reputation that will stand Investigation



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PROMPT and EFFICIENT SERVICE GUARANTEED





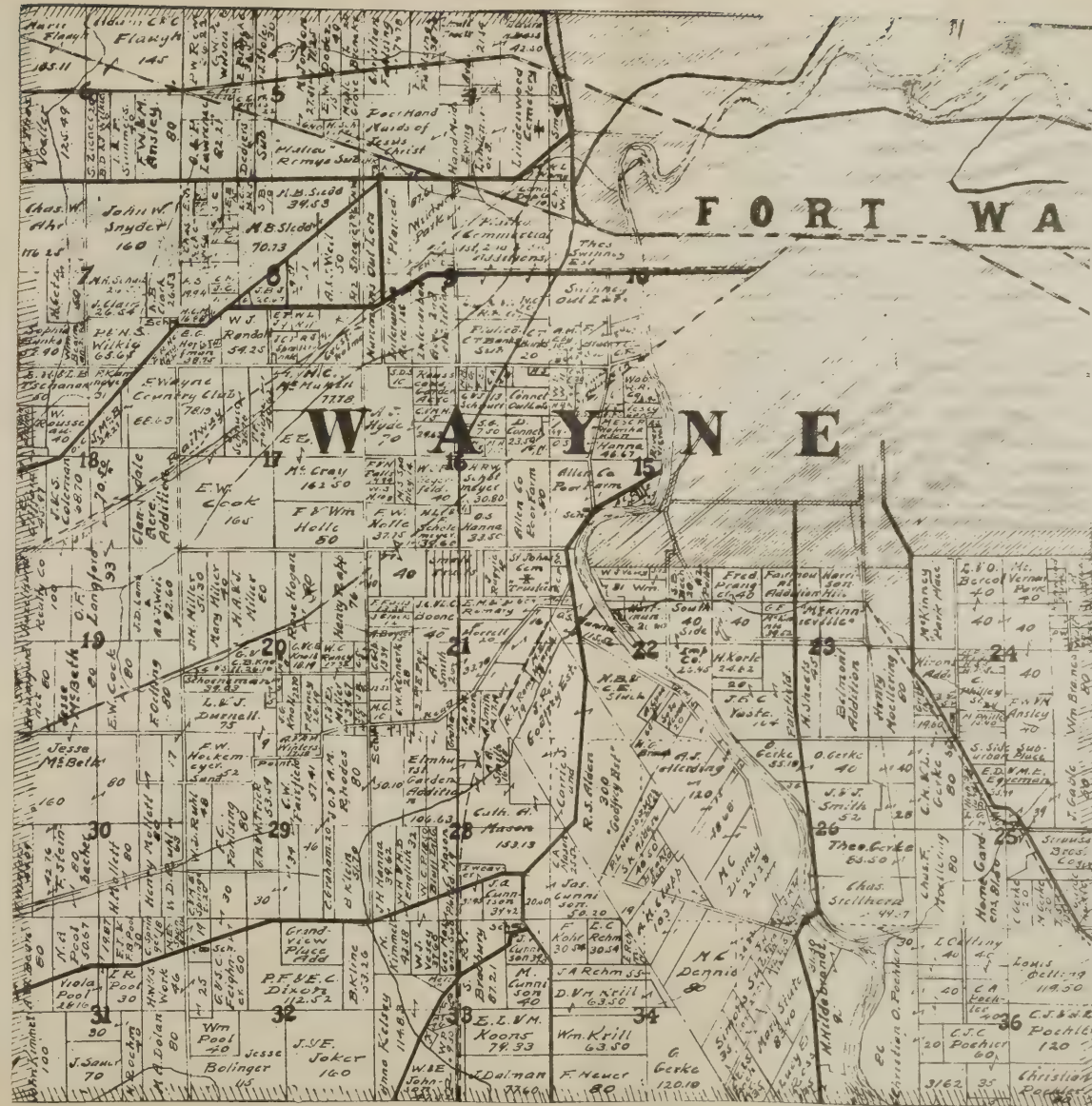
FORT WAYNE TIRE AND RUBBER MFG. CO.

MANUFACTURERS OF

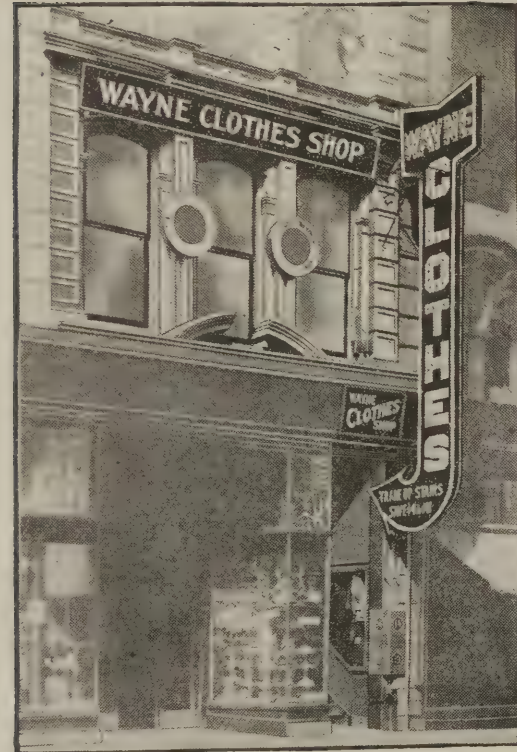
"WAYNE" ROUGH-SHOD CORD AND FABRIC TIRES

"WAYNE" SUPER-TESTED RED AND GRAY TUBES

OFFICE AND FACTORY 192-212 JACOBS AVE.



Upstairs Store Saves Men Money on Quality Clothes



HAS NO GROUND FLOOR RENT AND EXPENSES

The great success of the above store for men and young men proves in a striking way the truth of the old saying that, when one store gives more value for the price than do others, the public will soon make a beaten path to it's door.

Started on a small scale in 1916 by Christ Rose and F. P. Barker, men well known for their honesty and fair dealing, it has grown by leaps and bounds, and now ranks as one of Fort Wayne's leading men's stores. There is none more reliable; none where men get so much real value for their money.

Doing all it's business upstairs, there is no big ground-floor rent to pay; no huge ground-floor expenses to meet; no costly show windows to maintain. Fancy, high-priced fixtures are not needed. All this means a great saving which comes off the prices.

It is the Wayne Clothes Shop, 714 Calhoun Street, just opposite the Court House.

The Original—GOEBEL—The Chiropractor

The first one to practice Chiropractic in Fort Wayne, Indiana has opened new offices at 107 West Berry Street, above Grant's 25c Store.

Chiropractic
Vertebral Adjust-
ments Will Make
You Healthy



Will Get You Well

Office Hours
9:30 to 11 A. M.
2 to 5 P. M. Daily and
7 to 8 P. M. Monday,
Thursday and Saturday
No office hours Sunday



CARL J. GOEBEL, D. C., M. C.
DOCTOR OF CHIROPRACTIC
AND FORT WAYNE'S PIONEER SPINOGRAPHER

Graduated with high honors and recipient of gold medal from Ross College of Chiropractic, Fort Wayne, Ind. Since returning from Service with U. S. Army Medical Department from overseas the Government has given me a course in Spinography, Spinal X-Ray and Post Graduate Course in Chiropractic at the Palmer School of Chiropractic, Davenport, Iowa.

I have had the longest course of education in Chiropractic of any Chiropractor Practicing Chiropractic in City to date. And the only Chiropractor in Fort Wayne, Graduate in Chiropractic from the Palmer School of Chiropractic.

I practice nothing but Chiropractic and the very latest methods in our Science, and the first in Spinography in Fort Wayne, my method of analysis combined with the Spinograph X-Ray readings of Vertebral Subluxation is Accurate. Absolutely No Guess Work. Certain conditions occasionally prevailed which baffled even the most skilled Chiropractic palpatist and it is in these cases that the employment of the X-ray as a verifier of Chiropractor's findings is utilized. Chiropractic Adjustments Scientifically given will insure you the blessing of this wonderful Science that is proving the means of restoring a very large number of sick and suffering to Health and Happiness.

I occupy four large rooms, six dressing rooms for ladies and men, also resting rooms equipped with comfortable sanitary resting cots for ladies' rooms as well as for men's resting rooms. Equipped with the most modern Palmer Hy-lo Adjusting Table, also equipped with the very best Moltoscope Spinograph X-ray equipment in the state.

The first and only Chiropractic office in the city equipped with a Spinograph X-Ray machine. All X-Ray work done at my own office.

CARL J. GOEBEL

The Chiropractor Will Get You Well

107 W. Berry Street

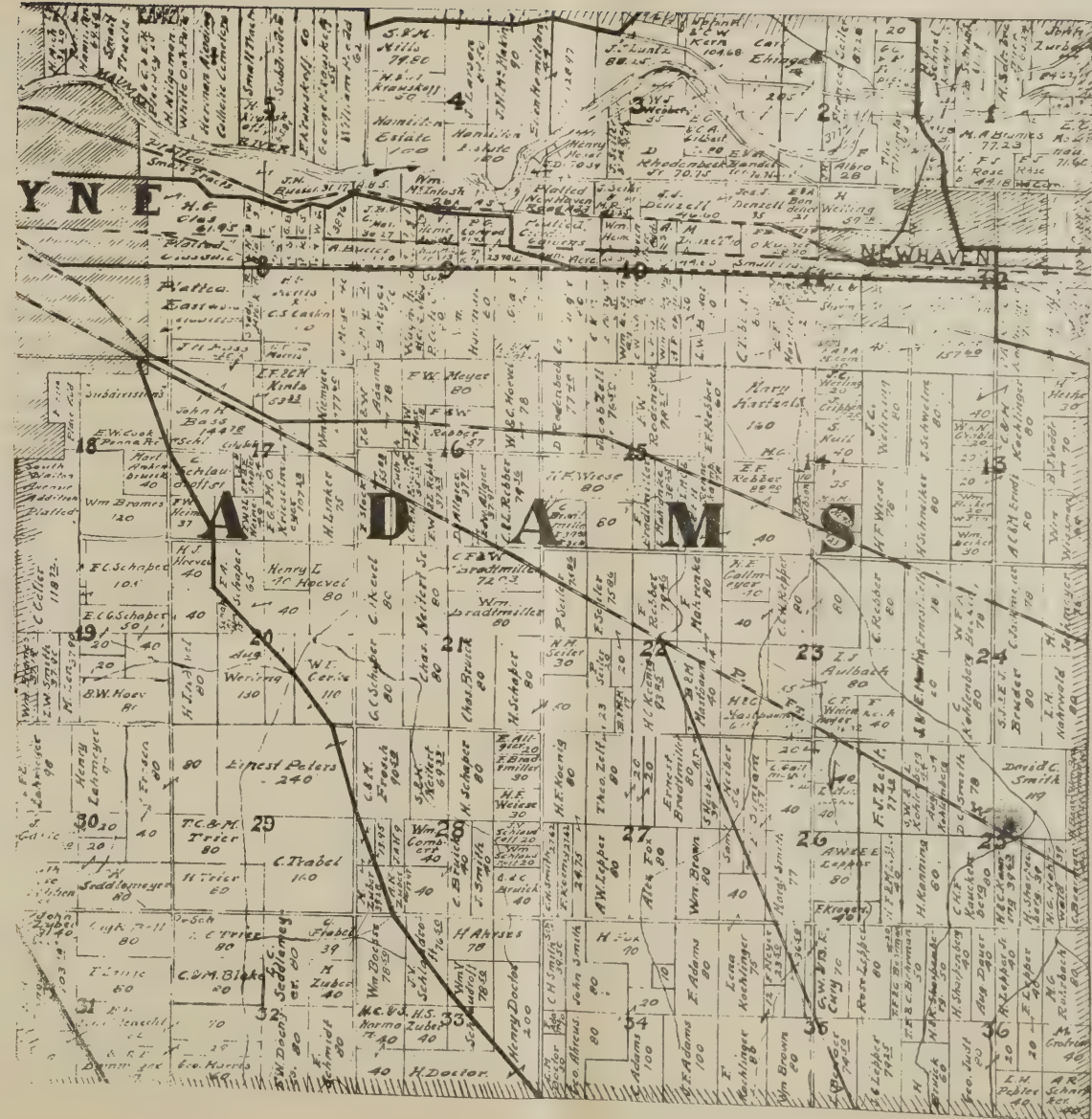
Chiropractic
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ments Will Keep
You Healthy



Will Get You Well

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Frederick T. Parks
Merchant Tailor

I carry the largest stock of Fine Woolens in Fort Wayne
Suits and Over-Coats made to Order
At Popular Prices
Fit and Satisfaction Guaranteed
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PREBLE PAYMENT PLAN

Chas. M. Preble
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Prompt Attention Given to
Fire, Tornado, Autos and Liability Insurance

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Your Office Stationery----

to convey to the recipient the subtle impression of quality you yourself believe your business entitled to?

Your Bookkeeping Forms---

to give that satisfaction in use that comes only from knowledge gained by long experience of correct material to use for each purpose and expert workmanship?

**Your
Postage Bill----**
to yield a greater return than is
often expected from advertising
circulars?

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to receive that greeting that a well-dressed, courteous salesman may personally expect from a man of manners?

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to have that mark of distinction that attracts immediate and favorable attention?

**Your
Business Furniture----**

your business office---to have that high-class appearance you strive to obtain in your personal appearance?

IF YOU DO, LET THE

FORT WAYNE PRINTING CO.
CONSULT WITH YOU



W. C. Stellhorn

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Stellhorn & Neireiter

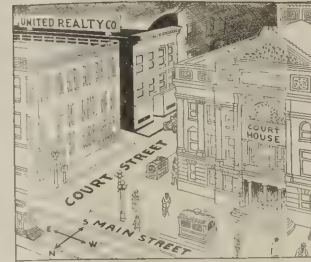
Clothing and Furnishing Goods

For Men and Boys

118 E. Berry Street

Fort Wayne, Indiana

TO SELL YOUR FARM SEE



The Old Reliable Firm

UNITED REALTY CO.

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Fort Wayne, Indiana

Ground Floor, Opposite Court House

Farms for
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Ohio and
Michigan

Also City
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Loan on
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Fort Wayne's Big Bargain Shoe, Hosiery and
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Everything in Footwear for the Whole Family

Baltes Hotel

Rates \$1.00 and up

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Coffee Shop and Grill Room in Connection
Steaks, Chops, Sea Food and Game
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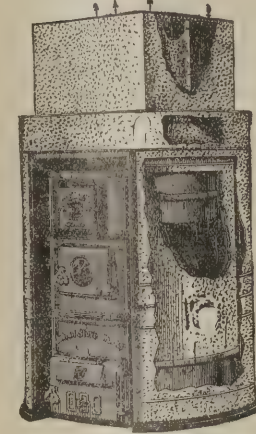
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ASSETS OVER 200 MILLIONS

Before buying insurance let me illustrate our policies to you
\$1,000.00 for \$8.40

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DETROIT-FT. WAYNE FURNACE CO.

Sells

Jewel Coal Saver Furnaces

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For All Ford Cars

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Established over 30 years. A business built on a solid founda-
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If it is printed or lithographed at Singmaster's it will bear a dis-
tinctive look. You will be proud of your job like all of our customers.

Let us help you with your next advertising campaign. We
furnish something besides paper and ink.

Two trunk lines connecting all departments.

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810 CLINTON STREET

FORT WAYNE, INDIANA

ALLEN COUNTY ABSTRACT CO.

John C. Heller, President

Prepares Abstracts of Titles to all lands in

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Work Guaranteed



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INDIANA'S OLDEST NATIONAL BANK

W. H. ROHAN

OFFERS INVESTORS
LOCAL PREFERRED STOCK

7%

Liberty Bonds Bought
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Prices

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We also have Road and Municipal Bonds

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United States Tires - - Bicycle Tires - - Fisk Tires
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Let our Vulcanizing Department Save You Money. Tires can be Vulcanized. Our men are Experts.

Bring in your casing. We'll tell you what we can do and the cost. Then you can decide. Two Service Trucks. Will call for and deliver all work.

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Scrap Iron, Metal, Rubber, Wool, Furs, Hides, Pelts
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Our Real Estate Department

Rents---Sells---Exchanges

Everything in Real Estate

MAYFLOWER MILLS

SILVER DUST
A Flour of Quality

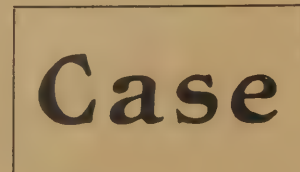
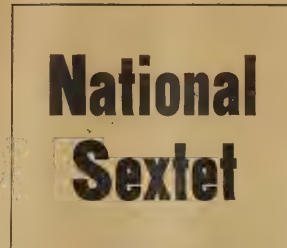
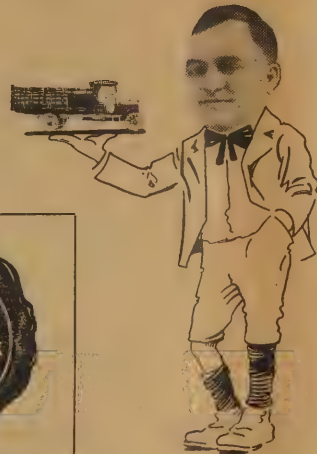
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Second Floor Utility Building

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To maintain a serviceable organization for their maintenance in your hands.

To head each department by a competent manager vitally interested in the business.



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For



HUPMOBILE AND MAXWELL
PASSENGER CARS

We maintain a large stock of spare parts and a complete service equipment to insure permanent and convenient upkeep on the products we sell.

We invite you to use our organization to increase the economy and comfort of your car.

MOSS-PUGH MOTOR CO.

(INCORPORATED)

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In a very short time will be as much a farm necessity as a binder is today. Study the proposition through our Sales Department.

MOTOR TRUCKS

Will replace wagons on the farm just as motor cars have replaced buggies. Study the proposition through our Sales Department.

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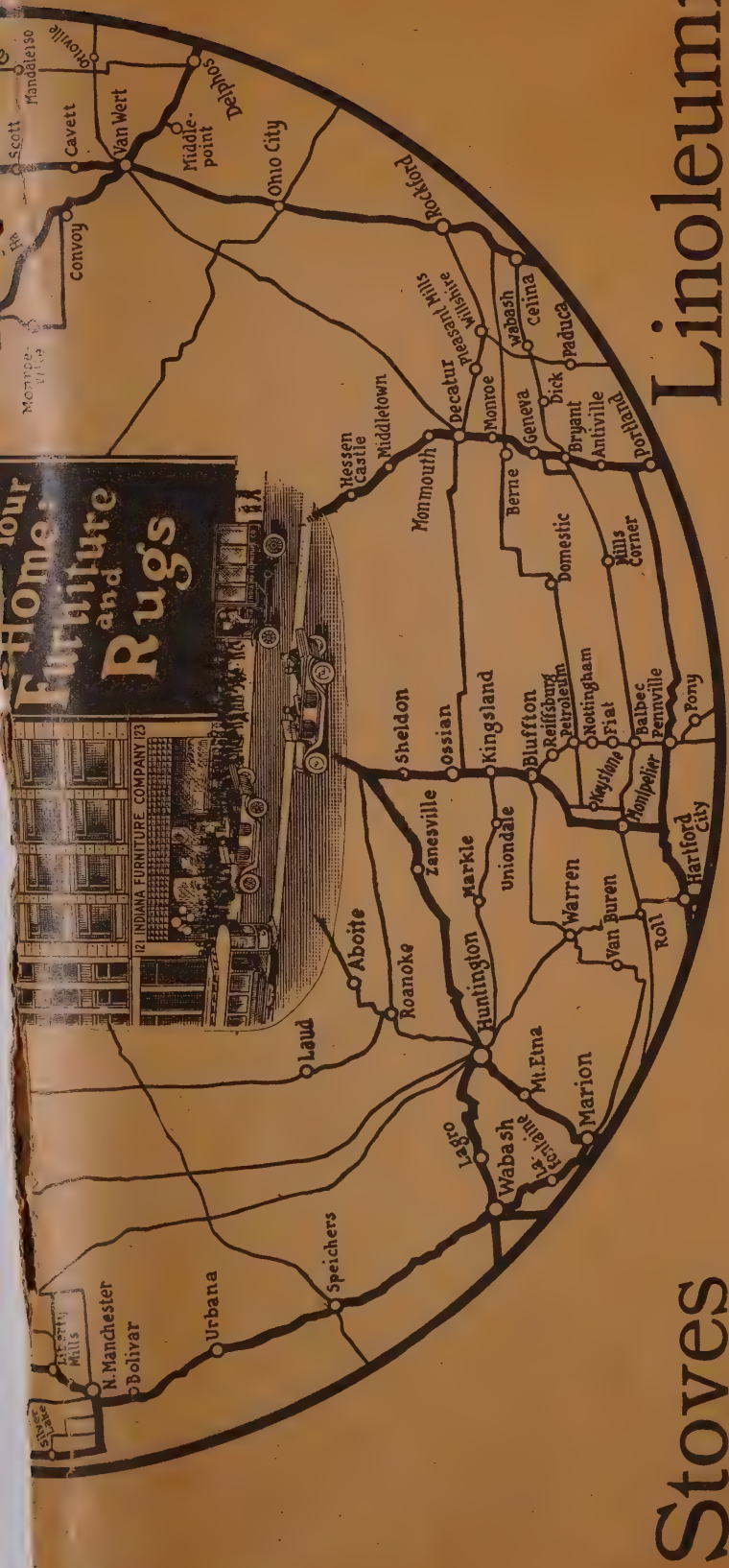
Rugs



Linoleumns

121-123 E. Main St.

Fort Wayne, Indiana



Stoves

Linoleumns

Indiana Furniture Co.

121-123 E. Main St.

Fort Wayne, Indiana

- ② C-26-154
JOHN CLEVER,
JOHN SMITH &
ELISHA COOK -
10 A - 20 P
War June 18, 1764
- ③ C-33-189
WILLIAM GRANT
16 A - 18 P
War June 24, 1763.
- ④ JOHN MARSH
20 A - 40 P
War Sept. 14, 1761.
- ⑤ S-153-334
PETER MEINHARD
N.A.A.
War Nov. 27, 1764.
- ⑥ S-151-52
JACOB KRAHL
N.A. - 20 P
War Apr. 19, 1760.
- ⑦ S-219-300
ROBERT SMITH
20 A - 20 P
War Oct. 31, 1814.
- ⑧ D-40-183
HENRY WEAVER
1 A - 10 P
War Oct. 8, 1816.
Unpatented.
- ⑨ D-40-182
HENRY WEAVER
10 A - 20 P
War Unpatented.

- ① A-75-95
WILLIAM LAMU
24 A - 40 P
War Apr. 24, 1833
- ② D-40-366
PETER MARSH
27 A - 40 P
War Apr. 7, 1774.
Unpatented.
- ③ C-70-68
WILLIAM BRIDGITH
4 A - 10 P
War Feb. 19, 1755.
- ④ C-133-349
JOHN McWILLIAM
21 A - 40 P
War Aug. 19, 1763.
- ⑤ Samuel Cook
2 A - 10 P
War Mar. 13, 1844.
Unpatented.

Poss. Mathias
Hollopeter's
100 Acres
Purchased
April 4, 1754

Underwood
Land





WARRINGTON TOWNSHIP YORK COUNTY.

Plan showing the outline of 239 original land grants within and surrounding Warrington Township. Giving names of Warrantees, names and number of Applications, acreage, date of Warrant and where recorded. Constructed from the original surveys remaining on file in the Land Office, Department of Internal Affairs, of the Commonwealth of Pennsylvania. The location of towns, villages, churches, schools, and hills taken from other office maps.

July 3, 1946.

ORIGINAL LAND GRANT MAP OF WARRINGTON TOWNSHIP, YORK COUNTY, PENNA.

Harmon J. Daniel
Director of the Land Office.

Col. Hugh L. Carnahan
April 12, 1955

(Hugh was a nephew of Belle
son of Eben Carnahan & Gert. Holloper.)



⑦
C-26-156
JOHN CLEVER,
JOHN SMITH &
ELIJAH COOK -
10 A - 50 P
War June 18, 1864

⑥
C-33-189
WILLIAM BENNETT
16 A - 18 R
War June 24, 1769.

⑤
JOHN MARSH
20 A - 67 R
War Sept. 14, 1751.

④
B-120-286
PETER MEINERD
N.S. A.
War Nov. 27, 1764.

③
C-131-30
JACOB KESSEL
N.S. - 100 R
War Apr. 29, 1769.

②
C-319-300
ROBERT SHIPEN
8 A - 100 P
War Oct. 21, 1814.

①
C-60-103
HENRY WEAVER
1 A - 100 R
War Oct. 3, 1815.
Unpatented.

①
C-60-103.
HENRY WEAVER
1 A - 65 R
War Oct. 3, 1815
Unpatented.

②
C-32-91
DAVID CERNELLESEN
8 A - 60 P
War Feb. 16, 1830.

④
A-75-95
WILLIAM LARIN
20 A - 60 P
War Apr. 20, 1833

③
D-60-306
PETER MARSH
47 A - 63 R
War Apr. 7, 1774.
Unpatented.

②
C-73-63
WILLIAM GRIFFITH
4 A - 107 P
War Feb. 13, 1735.

①
C-120-343
JOHN MILLAN
31 A - 16 A
War Aug. 14, 1793.

②
SAMUEL COOK
14 - 10 P
War Mar. 18, 1844.
Unpatented.





marshal of the district of Maryland, three hundred dollars; the marshal of the district of Virginia, five hundred dollars; the marshal of the district of Kentucky, two hundred and fifty dollars; the marshal of the district of North Carolina, three hundred and fifty dollars; the marshal of the district of South Carolina, three hundred dollars; the marshal of the district of Georgia, two hundred and fifty dollars; the marshal of the district of Tennessee, two hundred dollars; the secretary of the territory of the United States northwest of the Ohio, two hundred dollars; the secretary of the Mississippi territory, one hundred dollars.

SEC. 5. And be it further enacted, That every person whose usual place of abode shall be in any family on the aforesaid first Monday in August next, shall be returned as of such family, and the name of every person, who shall be an inhabitant of any district or territory, but without a settled place of residence, shall be inserted in the column of the aforesaid schedule, which is allotted for the heads of families in that division where he or she shall be, on the said first Monday in August next, and every person occasionally absent at the time of the enumeration, as belonging to that place in which he or she usually resides in the United States.

SEC. 6. And be it further enacted, That each and every free person, more than sixteen years of age, whether heads of families or not, belonging to any family within any division, district or territory made or established within the United States, shall be, and hereby is obliged to render to such assistant of the division, a true account, if required, to the best of his or her knowledge, of all and every person belonging to such family respectively, according to the several descriptions aforesaid, on pain of forfeiting twenty dollars, to be sued for and recovered by such assistant the one half for his own use and the other half to the use of the United States.

SEC. 7. And be it further enacted, That each assistant shall previous to making his returns to the marshal or secretary (as the case may be) cause a correct copy, signed by himself, of the schedule containing the number of inhabitants within his division, to be set up at two of the most public places within the same, there to remain for the inspection of all concerned, for each of which copies the said assistant shall be entitled to receive two dollars; provided, proof of the schedule having been so set up and suffered to remain, shall be transmitted to the marshal or secretary (as the case may be) with the return of the number of the persons, and in case any assistant shall fail to make such proof to the marshal or secretary, as aforesaid, he shall forfeit the compensation by this act allowed him.

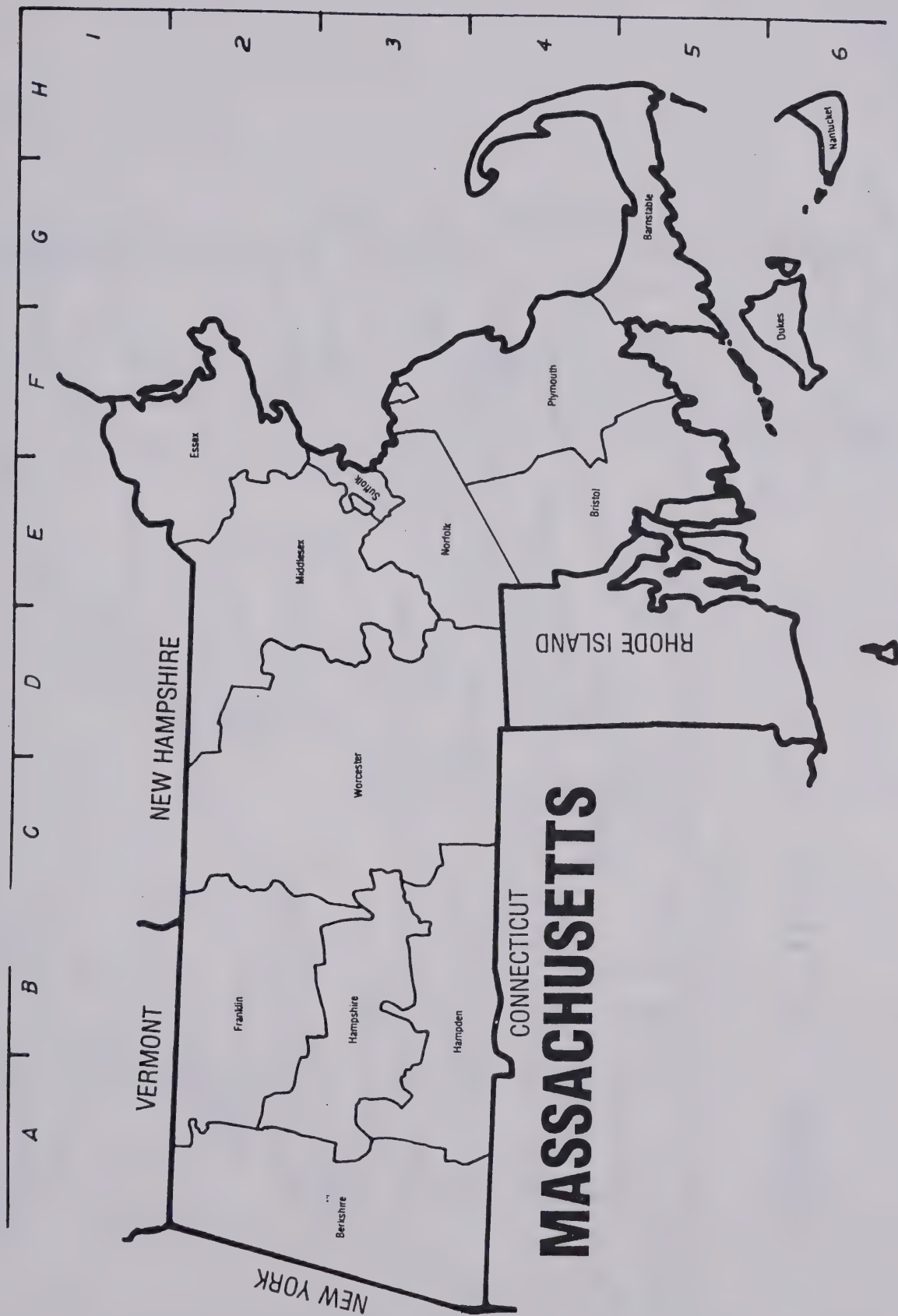
SEC. 8. And be it further enacted, That the Secretary of State shall be, and hereby is authorized and required to transmit to the marshals of the several states and to the secretaries aforesaid, regulations and instructions pursuant to this act, for carrying the same into effect, and also the forms contained therein of schedule to be returned, and proper interrogatories to be administered by the several persons who shall be employed therein.

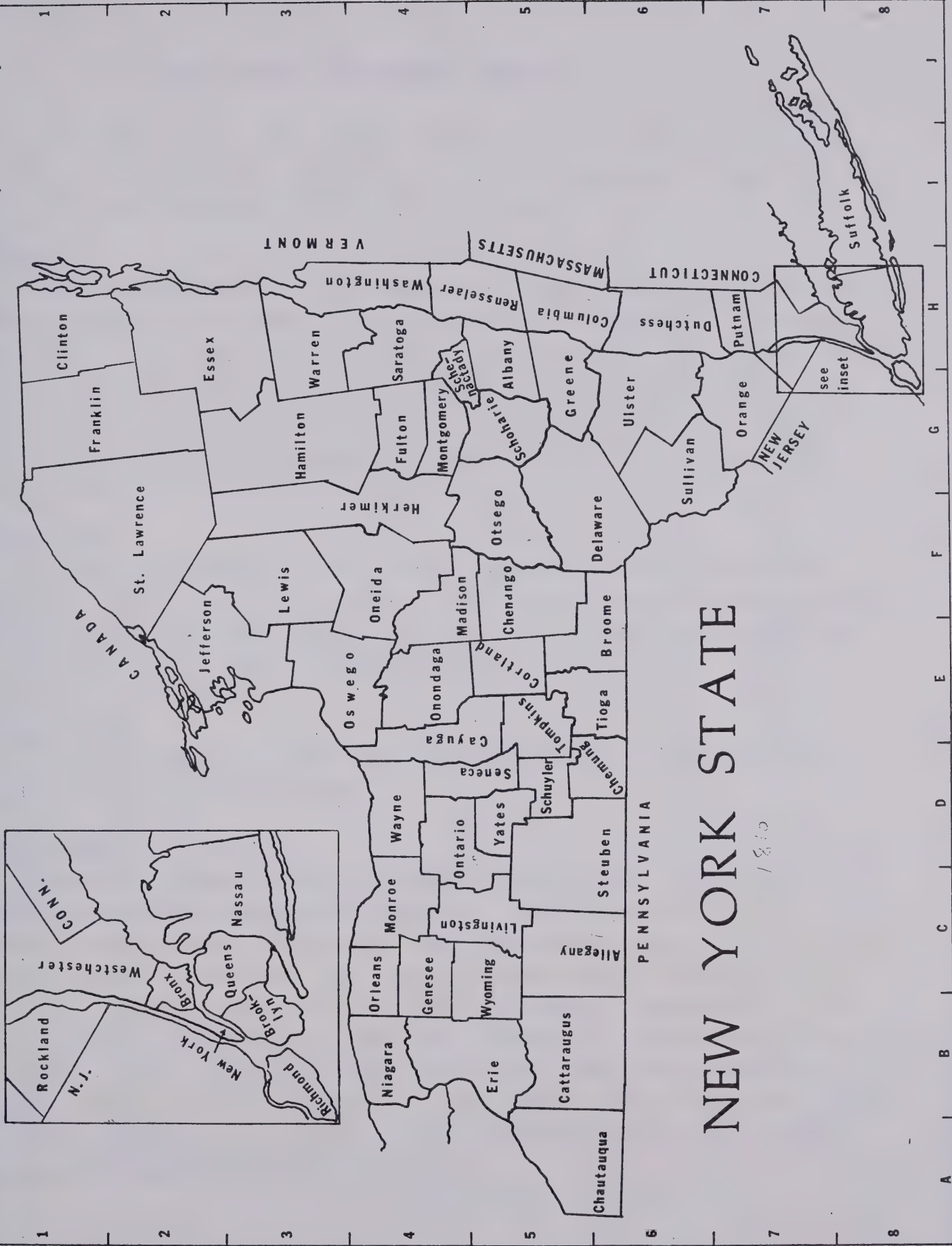
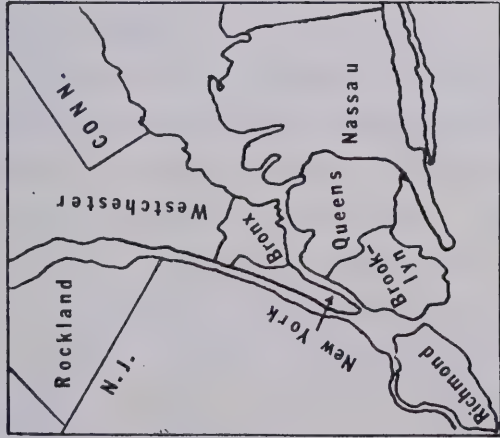
APPROVED, February 28, 1800.

CHAP. XXIII.—An Act to alter the form of certain oaths and affirmations directed to be taken by the act intituled "An act providing for the second census or enumeration of the inhabitants of the United States."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of the first section of the act passed during the present session of Congress, intituled "An act providing for the second census or enumeration of the inhabitants of the United States," as relates to the form of the oaths or affirmations thereby directed to be taken by the marshals, secretaries, and assistants therein mentioned respectively, shall be, and hereby is repealed, and that the said oaths or affirmations shall be in the following form: that is to say: the marshals and secretaries' oath or affirmation in the form following: "I, A. B. marshal of the district of _____ (or the secretary of the territory of _____ as the case may be) do solemnly swear or affirm, that I will well and truly cause to be made a just and perfect enumeration and description of the persons resident within my district (or within the territory of _____ as the case may be) and will return the same to the Secretary of State agreeably to the directions of an act of Congress, intituled 'An act providing for the second census or enumeration of the inhabitants of the United States,' according to the best of my ability." And the assistants' oath or affirmation in the form following: "I, A. B. do solemnly swear (or affirm) that I will make a just and perfect enumeration and description of all persons resident within the division assigned to me by the marshal of the district of _____ (or the secretary of the territory of _____ as the case may be) and make due return thereof to the said marshal (or secretary) agreeably to the directions of an Act of Congress, intituled 'An Act providing for the second census or enumeration of the inhabitants of the United States,' according to the best of my ability."

APPROVED, April 12, 1800.





NEW YORK STATE

1870

KEY TO THE 1810 FEDERAL CENSUS

The index to the 1810 census of New York is printed to four columns. The following paragraphs explain the meaning of each column with other necessary details for its use.

Column One

The first column lists in alphabetical order the name of the individuals found in the original census record. It should be understood that all of the names found therein are the heads of each household. The asterisk (*) following a name indicates that the spelling of the name is in question. When given names are abbreviated in the census and the abbreviation is clearly understood, the name is written out in the index.

Column Two

Column two contains a four letter code which pertains to the counties. Each code uses the first four letters of the regular spelling of the county; thus RENS stands for Rensselaer County; ST. stands for St. Lawrence County; MADI stands for Madison County; etc.

Column Three

The third column is the page number reference to the national archives microfilm publication.

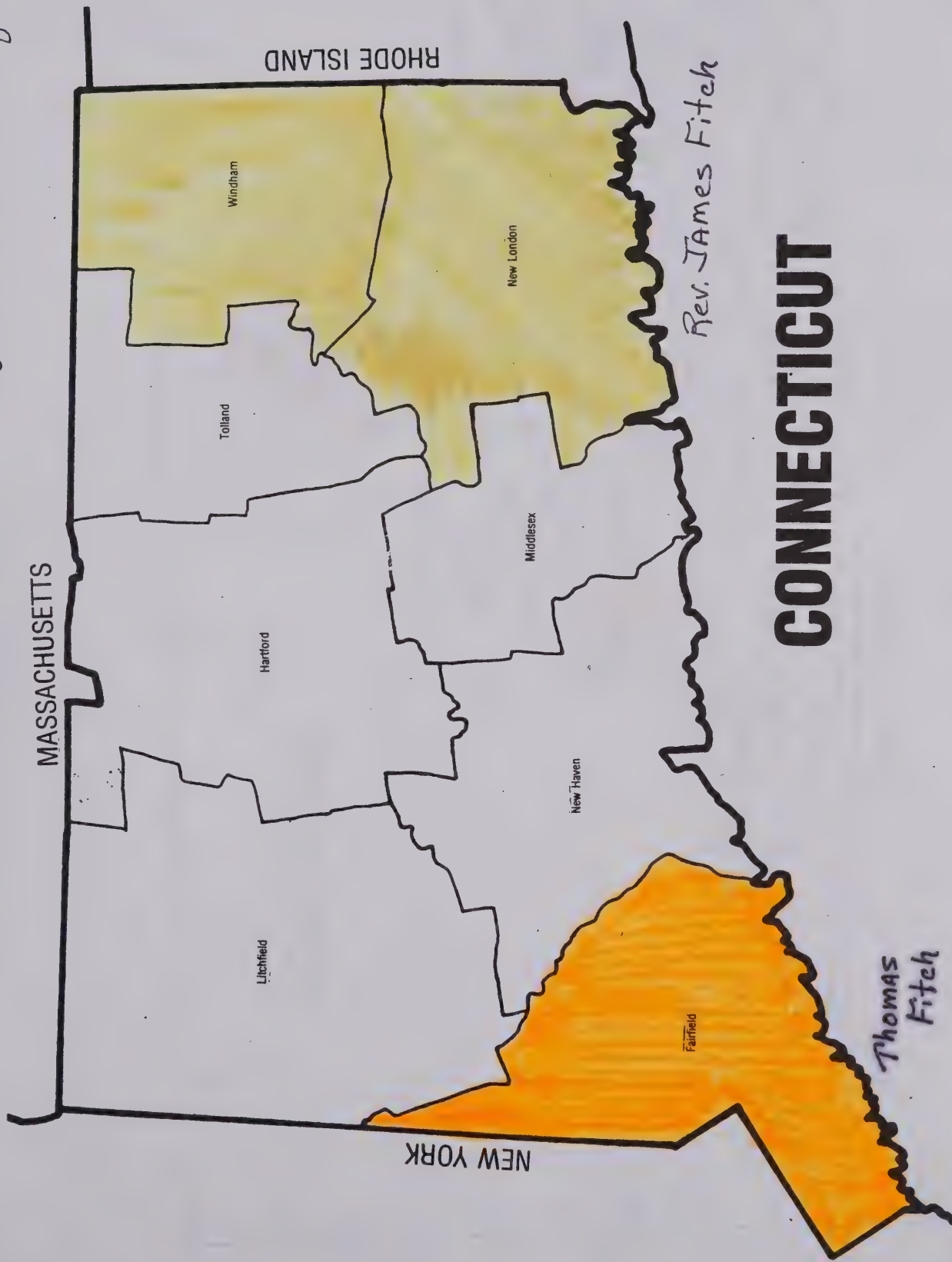
Column Four

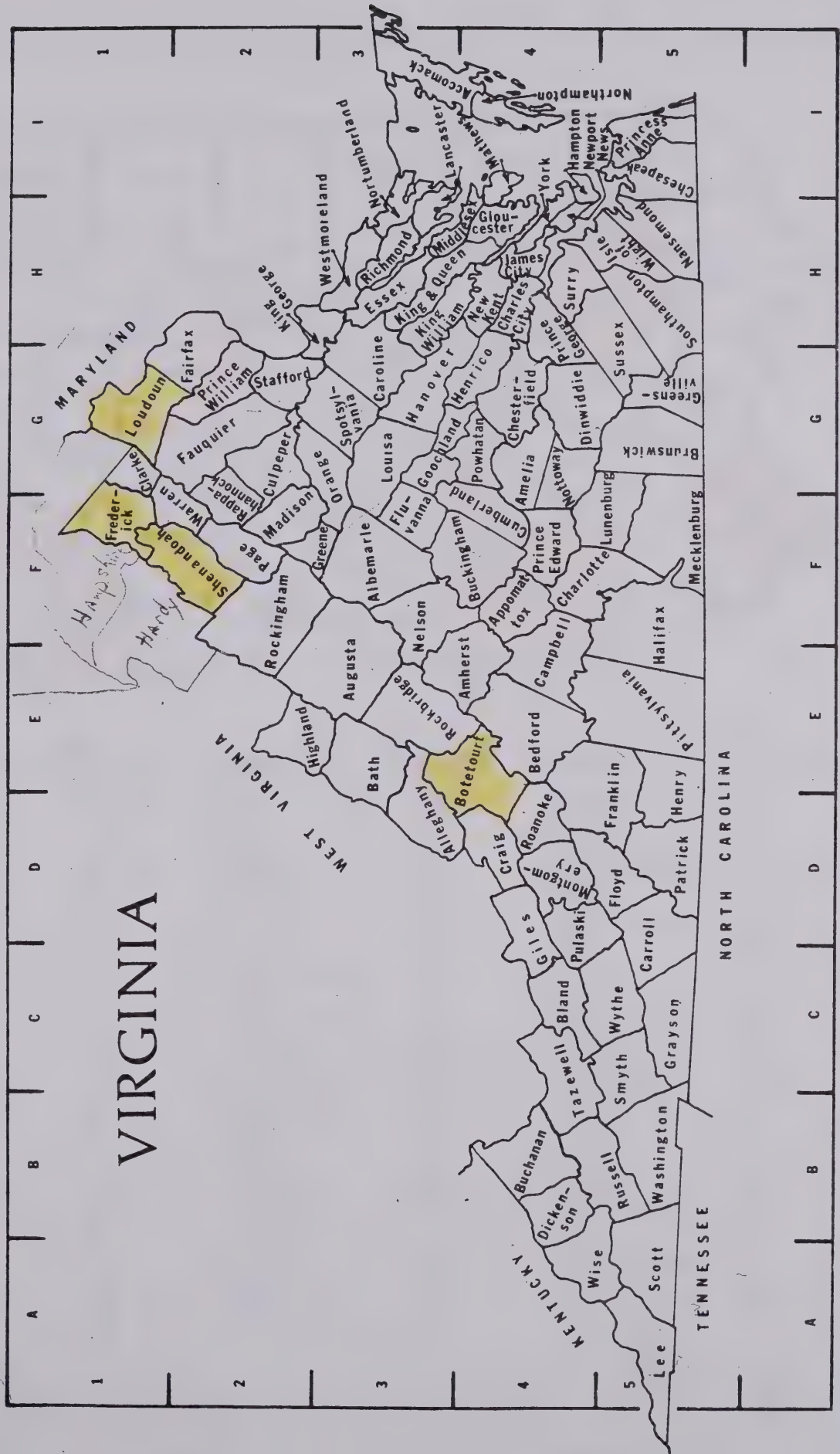
The next column is a set of numbers which refer to the number of individuals in the respective household. The first digit is the number of males under 10 years of age. The second digit is the number of males ages 10 but under 16. Third is the number of males 16 but under 26. Forth is males 26 but under 45. Fifth is the males 45 and over. Sixth is the females under 10. Seventh is the females 10 but under 16. Also in the census but not in the index are numbers for females 16 but under 26, females 26 but under 45 and 45 and over. Also a number of other free persons in the household and another number of slaves in each household.

CONNECTICUT

Rev. James Fitch

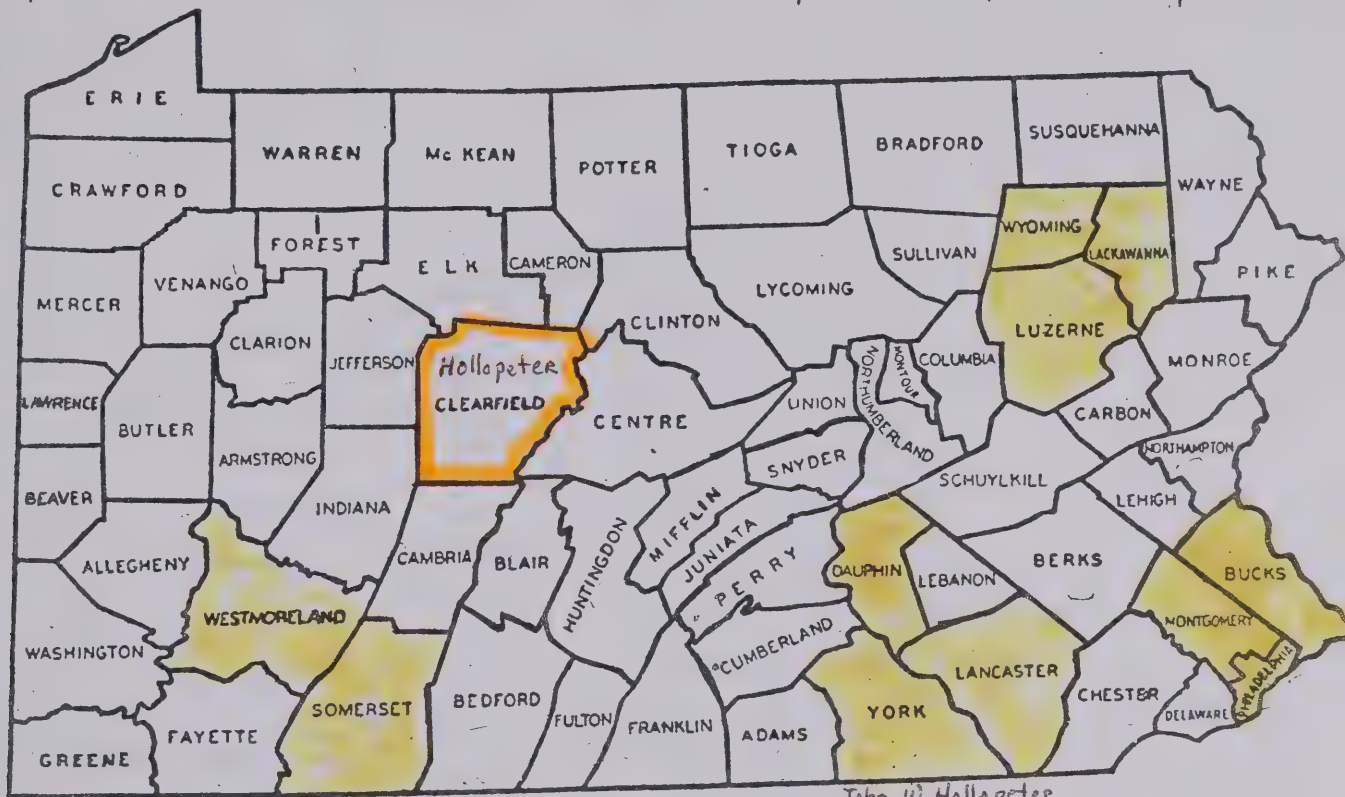
Thomas Fitch





1840 - Statler, Abram	071	Botetourt	1810 - George DeLong	617	Botetourt	1840 - George DeLong, Sr.
1830 - Staller, John	063	Loudoun	Joseph	619	"	255-256 Botetourt
			Nicholas	372	Frederick	

Stallier's - Dauphine Co.
Blylers - Bucks & Montg.

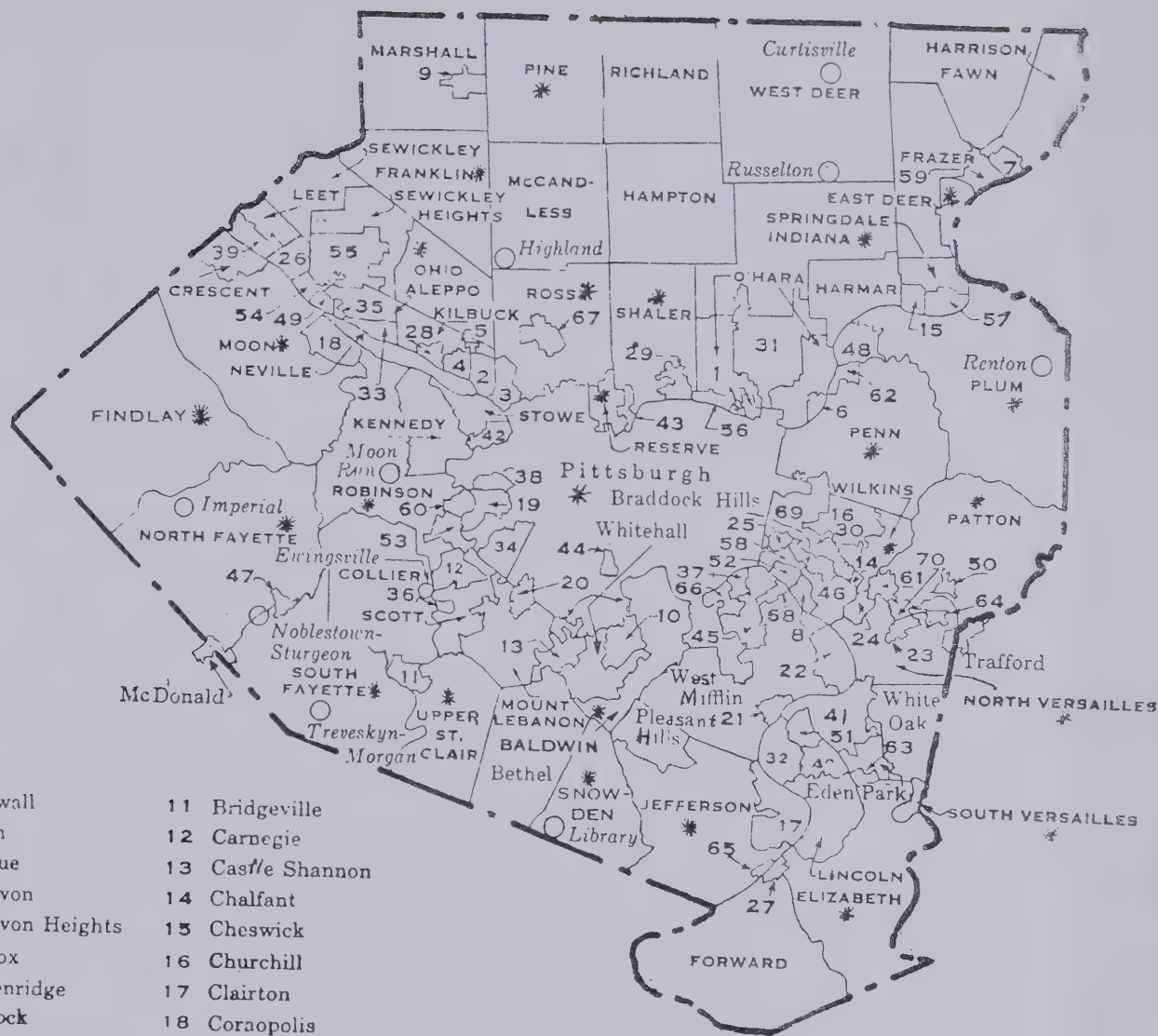


John W. Hollopeter
BORN 1822

COUNTY	MAP LOCATION	COUNTY	MAP LOCATION	COUNTY	MAP LOCATION
Adams	D4	Elk	B3	Montgomery	D7
Allegheny	C1	Erie	A1	Montour	B5
Armstrong	C2	Fayette	D1	Northampton	C7
Beaver	C1	Forest	B2	Northumberland	B5
Bedford	D3	Franklin	D4	Perry	C4
Berks	C6	Fulton	D3	Philadelphia	D7
Blair	C3	Greene	D1	Pike	B7
Bradford	A5	Huntingdon	C3	Potter	A4
Bucks	C7	Indiana	C2	Schuylkill	C5
Butler	C1	Jefferson	B2	Snyder	C4
Cambria	C3	Juniata	C4	Somerset	D2
Cameron	B3	Lackawanna	B6	Sullivan	B5
Carbon	B6	Lancaster	D6	Susquehanna	A6
Centre	B4	Lawrence	B1	Tioga	A4
Chester	D6	Lebanon	C5	Union	B5
Clarion	B2	Lehigh	C6	Venango	B1
Clearfield	B3	Luzerne	B6	Warren	A2
Clinton	B4	Lycoming	B4	Washington	C1
Columbia	B5	McKean	A3	Wayne	A7
Crawford	A1	Mercer	B1	Westmoreland	C2
Cumberland	D4	Mifflin	C4	Wyoming	A6
Dauphin	C5	Monroe	B7	York	D5
Delaware	D7				

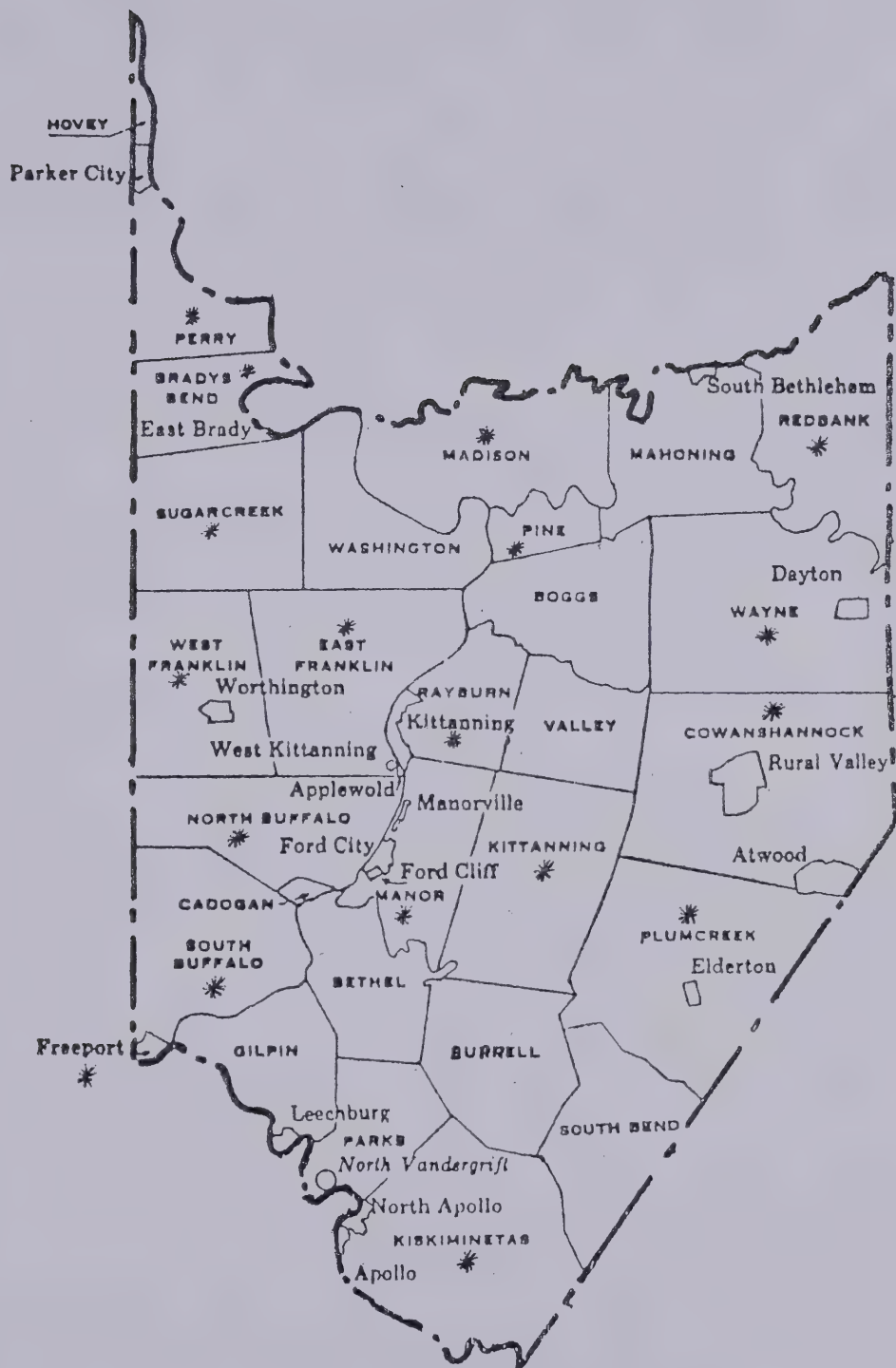


ADAMS COUNTY

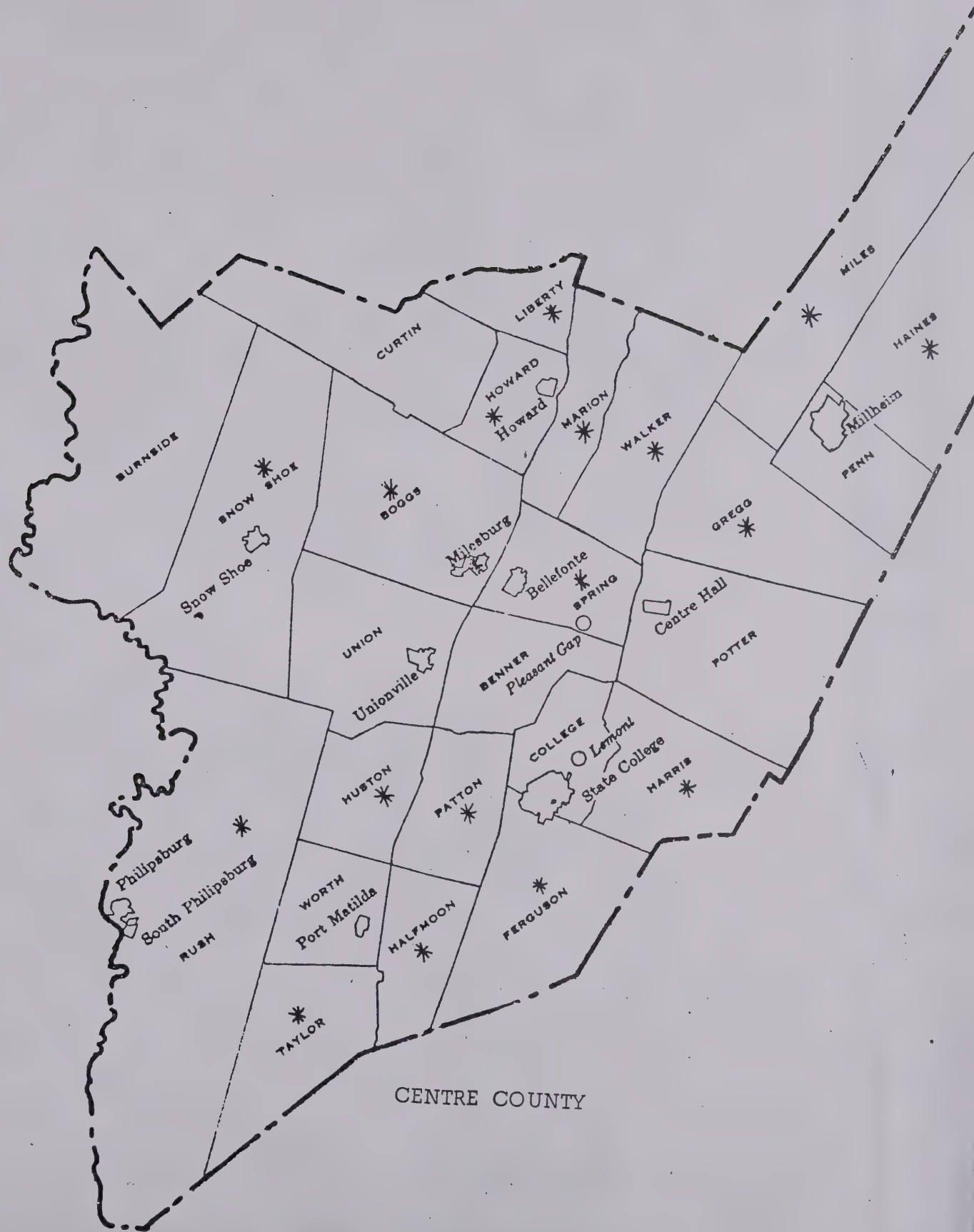


- | | | | | |
|--------------------|-------------------|-------------------|----------------------|-------------------|
| 1 Aspinwall | 11 Bridgeville | 41 McKeesport * | 51 Port Vue | 61 Turtle Creek |
| 2 Avalon | 12 Carnegie | 42 McKees Rocks | 52 Rankin | 62 Verona |
| 3 Bellevue | 13 Castle Shannon | 43 Millvale | 53 Rosslyn Farms | 63 Versailles |
| 4 Ben Avon | 14 Chalfant | 44 Mount Oliver | 54 Sewickley | 64 Wall |
| 5 Ben Avon Heights | 15 Cheswick | 45 Munhall | 55 Sewickley Heights | 65 West Elizabeth |
| 6 Blawnox | 16 Churchill | 46 North Braddock | 56 Sharpsburg * | 66 West Homestead |
| 7 Brackenridge | 17 Clairton | 47 Oakdale | 57 Springdale | 67 West View |
| 8 Braddock | 18 Coraopolis | 48 Oakmont | 58 Swissvale | 68 Whitaker |
| 9 Bradford Woods | 19 Crafton | 49 Osborne | 59 Tarentum * | 69 Wilkinsburg |
| 10 Brentwood | 20 Dormont | 50 Pitcairn | 60 Thornburg | 70 Wilmerding |
| 21 Dravosburg | 31 Fox Chapel | | | |
| 22 Duquesne * | 32 Glassport | | | |
| 23 East McKeesport | 33 Glenfield | | | |
| 24 East Pittsburgh | 34 Green Tree | | | |
| 25 Edgewood | 35 Haysville | | | |
| 26 Edgeworth | 36 Heidelberg | | | |
| 27 Elizabeth * | 37 Homestead | | | |
| 28 Emsworth | 38 Ingram | | | |
| 29 Etna | 39 Leetsdale | | | |
| 30 Forest Hills | 40 Liberty | | | |

ALLEGHENY COUNTY



ARMSTRONG COUNTY



BURNSIDE

SNOW SHOE

BOGGS

CURTIN

LIBERTY

HOWARD

MARION

WALKER

MILES

HAINES

PENN

MILLHEIM

GREGG

CENTRE HALL

POTTER

MILLSBURG

BELLEFONTE

BENNER

PLEASANT GAP

UNION

UNIONVILLE

HUSTON

PATTON

COLLEGE

LEMONT

STATE COLLEGE

HARRIS

PHILIPSBURG

SOUTH PHILIPSBURG

RUSH

WORTH

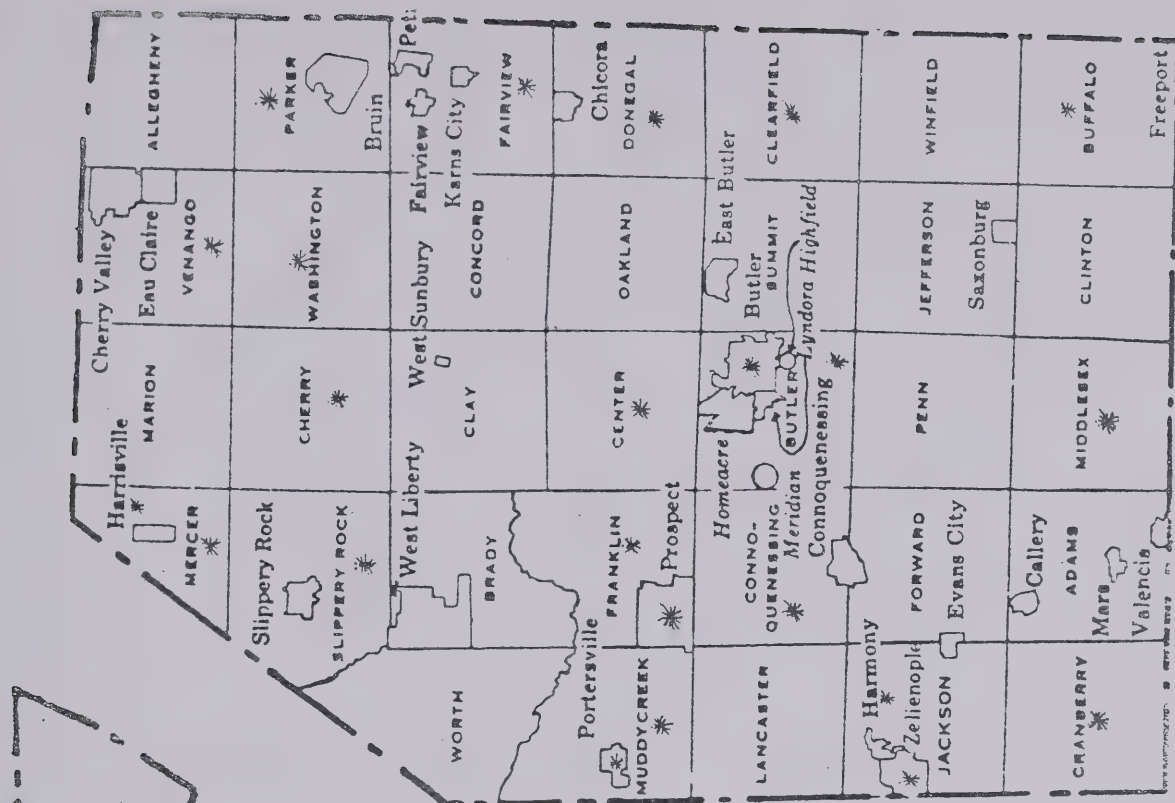
PORT MATILDA

HALFMOON

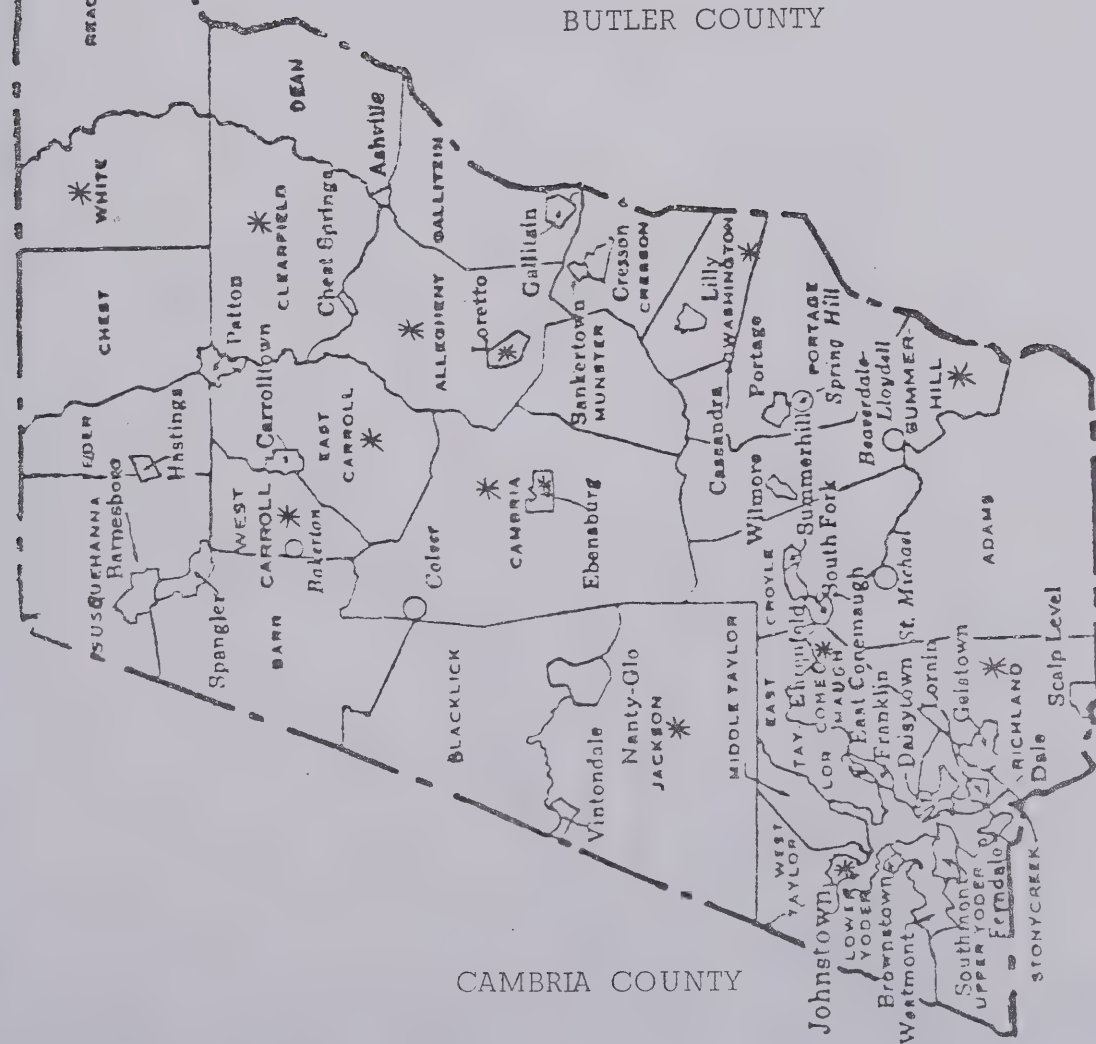
FERGUSON

TAYLOR

CENTRE COUNTY

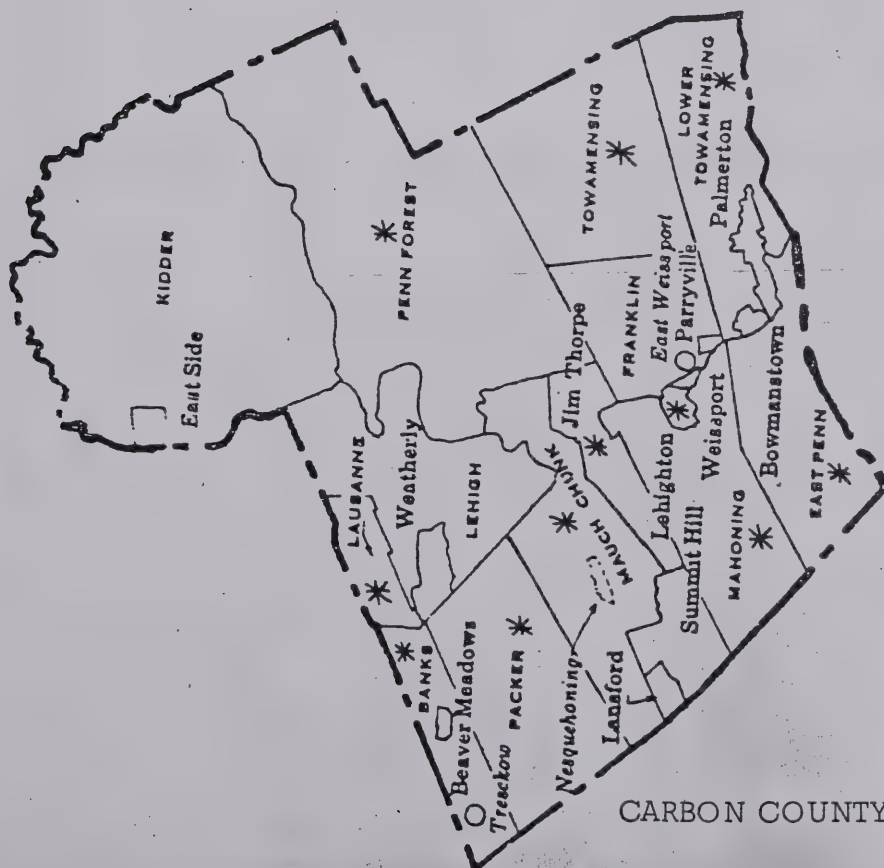


BUTLER COUNTY





CAMERON COUNTY

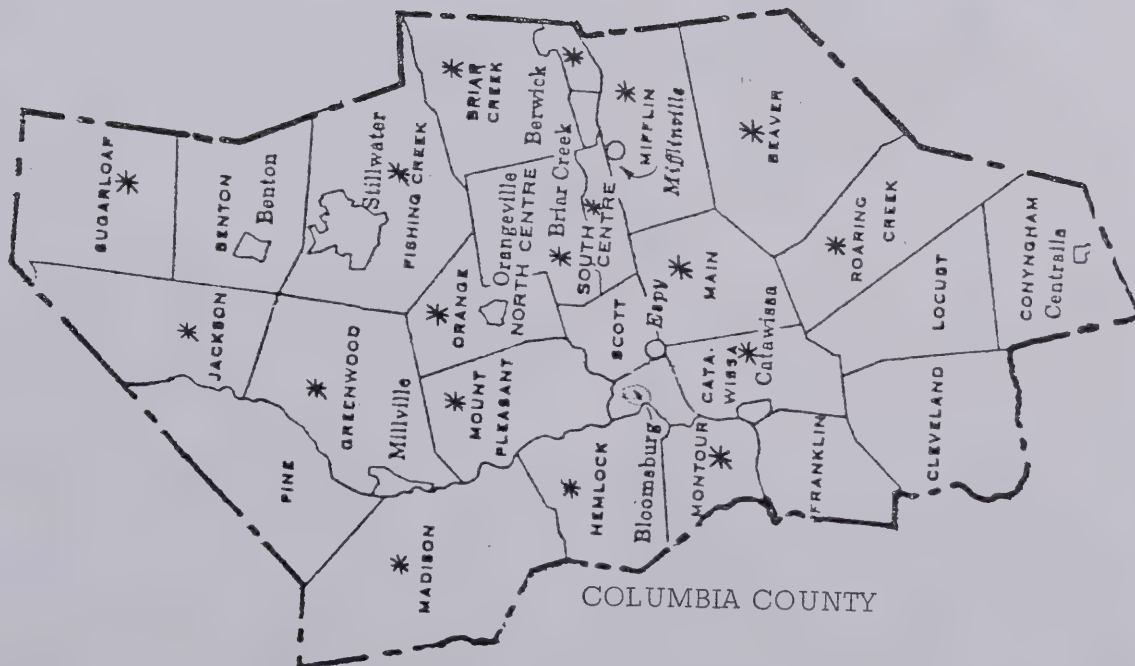
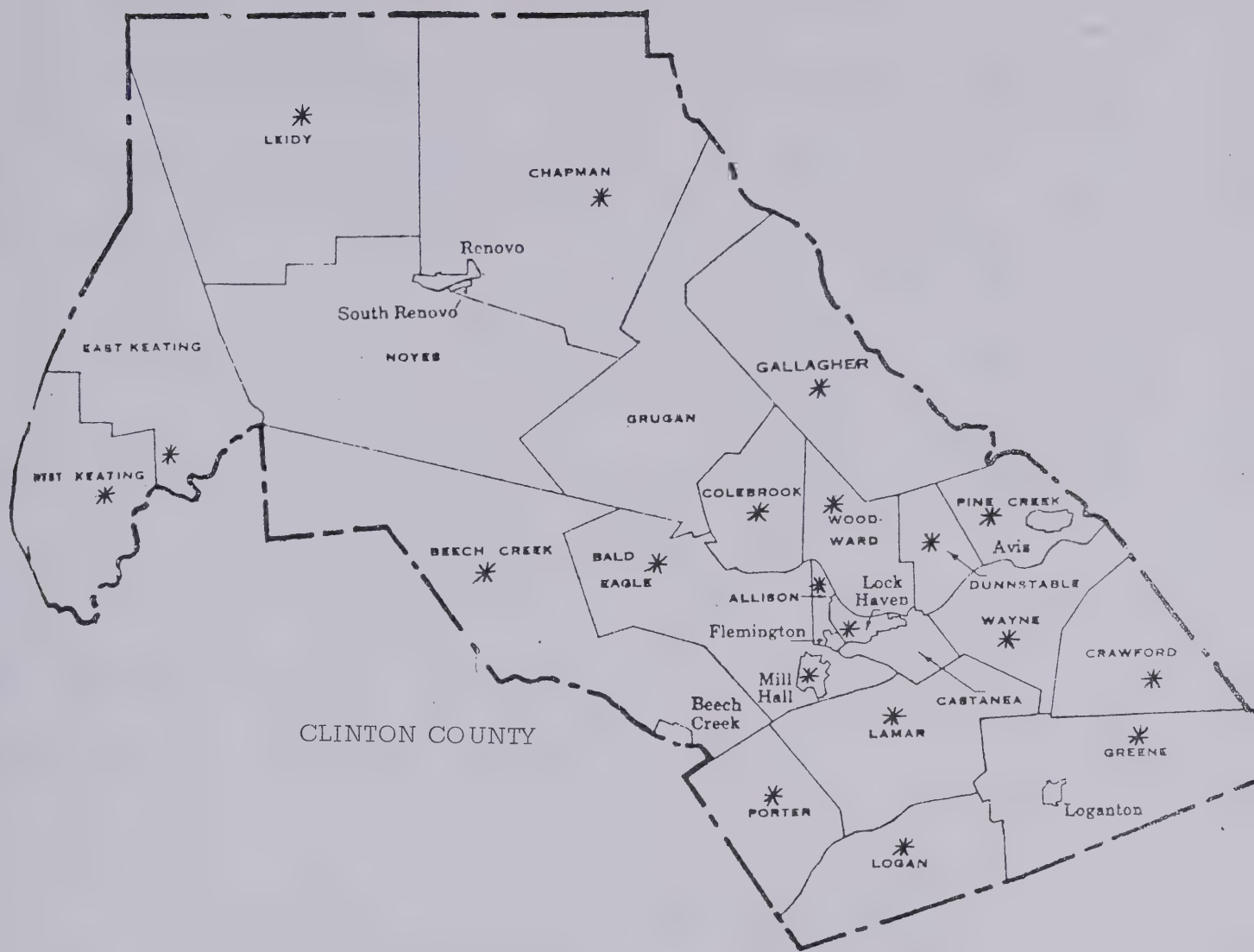


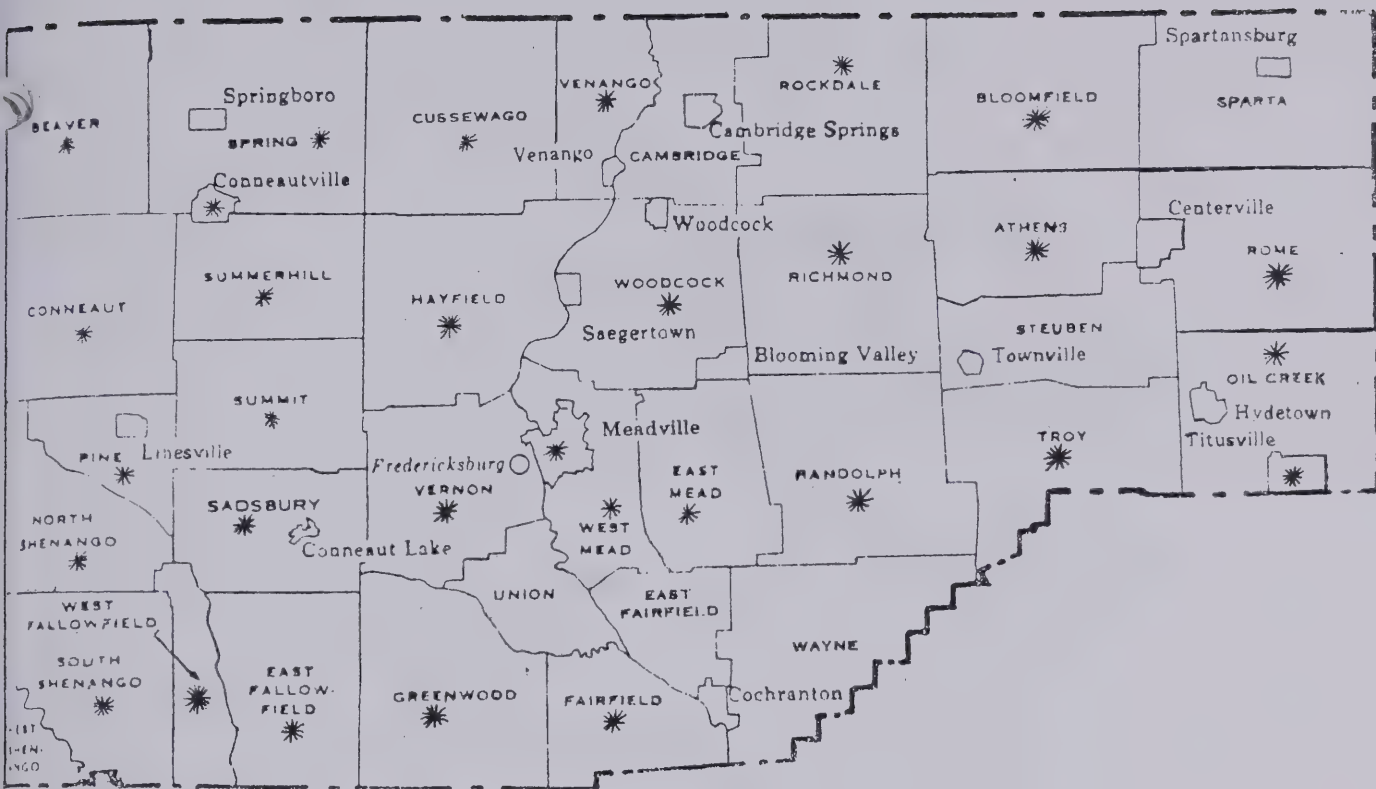
CARBON COUNTY

()

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CRAWFORD COUNTY



CUMBERLAND COUNTY



DAUPHIN COUNTY

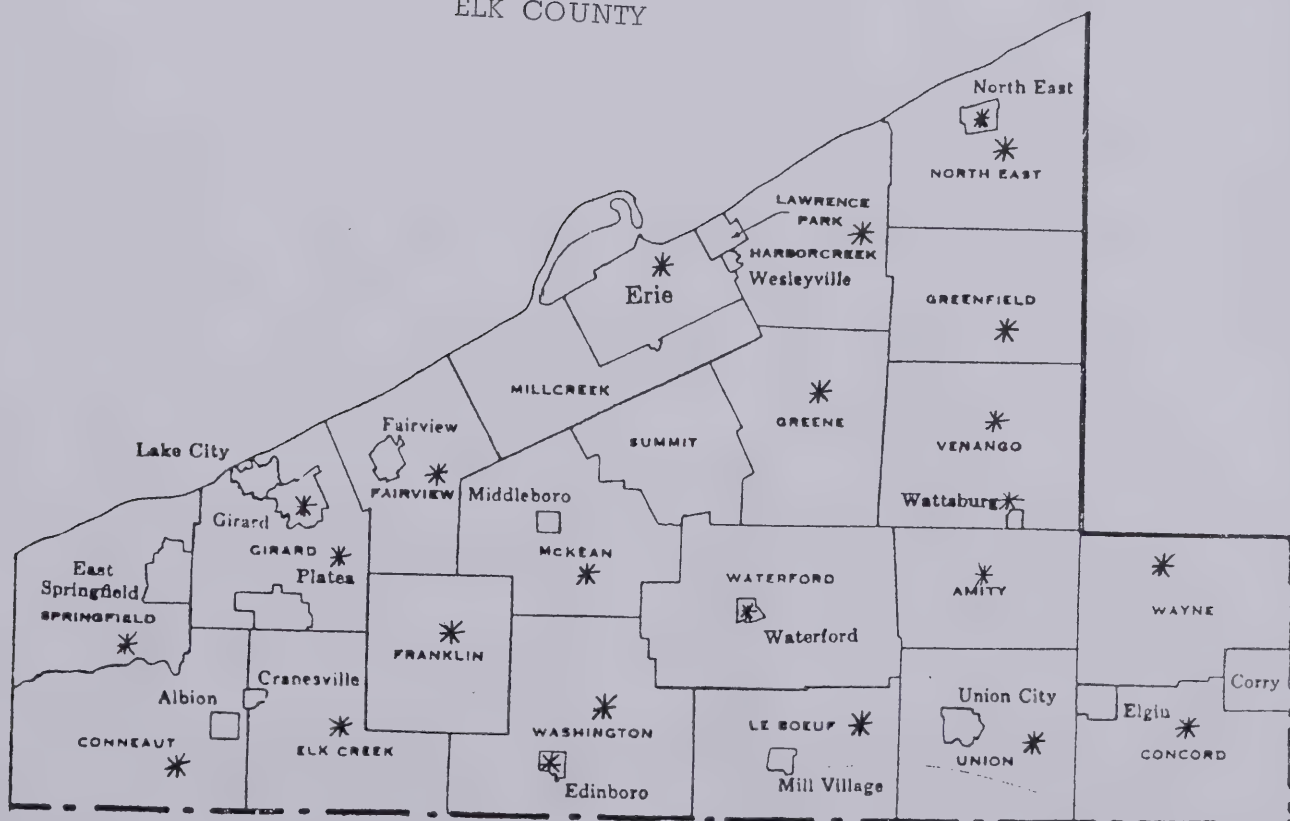


- | | |
|------------------------|-----------------------------|
| 1 ALDAN | 15 MEDIA * |
| 2 BROOKHAVEN | 16 MILLBOURNE |
| 3 CHESTER HEIGHTS | 17 MORTON |
| 4 CLIFTON HEIGHTS | 18 NORWOOD |
| 5 COLLINGDALE | 19 PARKSIDE |
| 6 COLWYN | 20 PROSPECT PARK |
| 7 DARBY * | 21 RIDLEY PARK |
| 8 DARBY TWP, (3 PARTS) | 22 ROSE VALLEY |
| 9 EAST LANSDOWNE | 23 RUTLEDGE |
| 10 EDDYSTONE | 24 SHARON HILL |
| 11 FOLCROFT | 25 SWARTHMORE |
| 12 GLENOLDEN | 26 TRAINER |
| 13 LANSDOWNE | 27 UPLAND |
| 14 MARCUS HOOK * | 28 UPPER DARBY TWP. (PT.) * |
| 29 YEADON | |

DELAWARE COUNTY



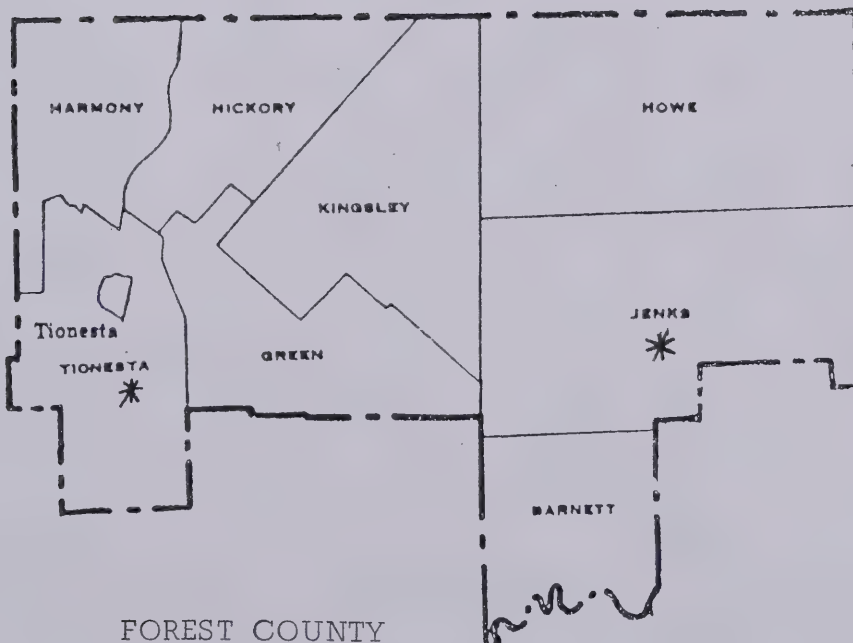
ELK COUNTY



ERIE COUNTY



FAYETTE COUNTY

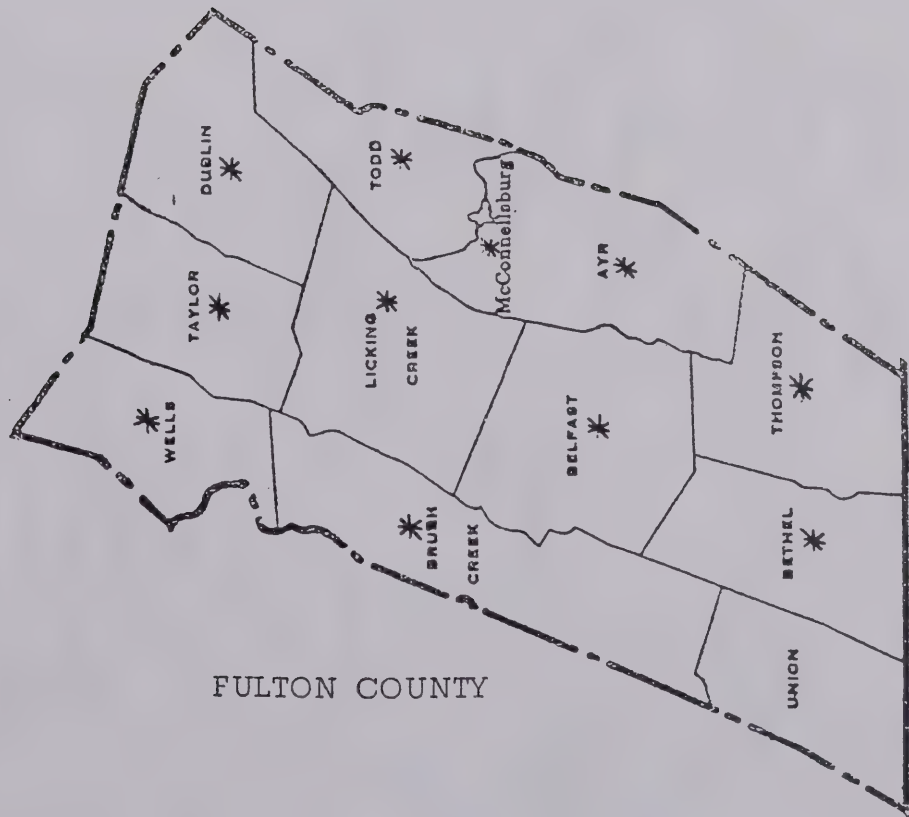
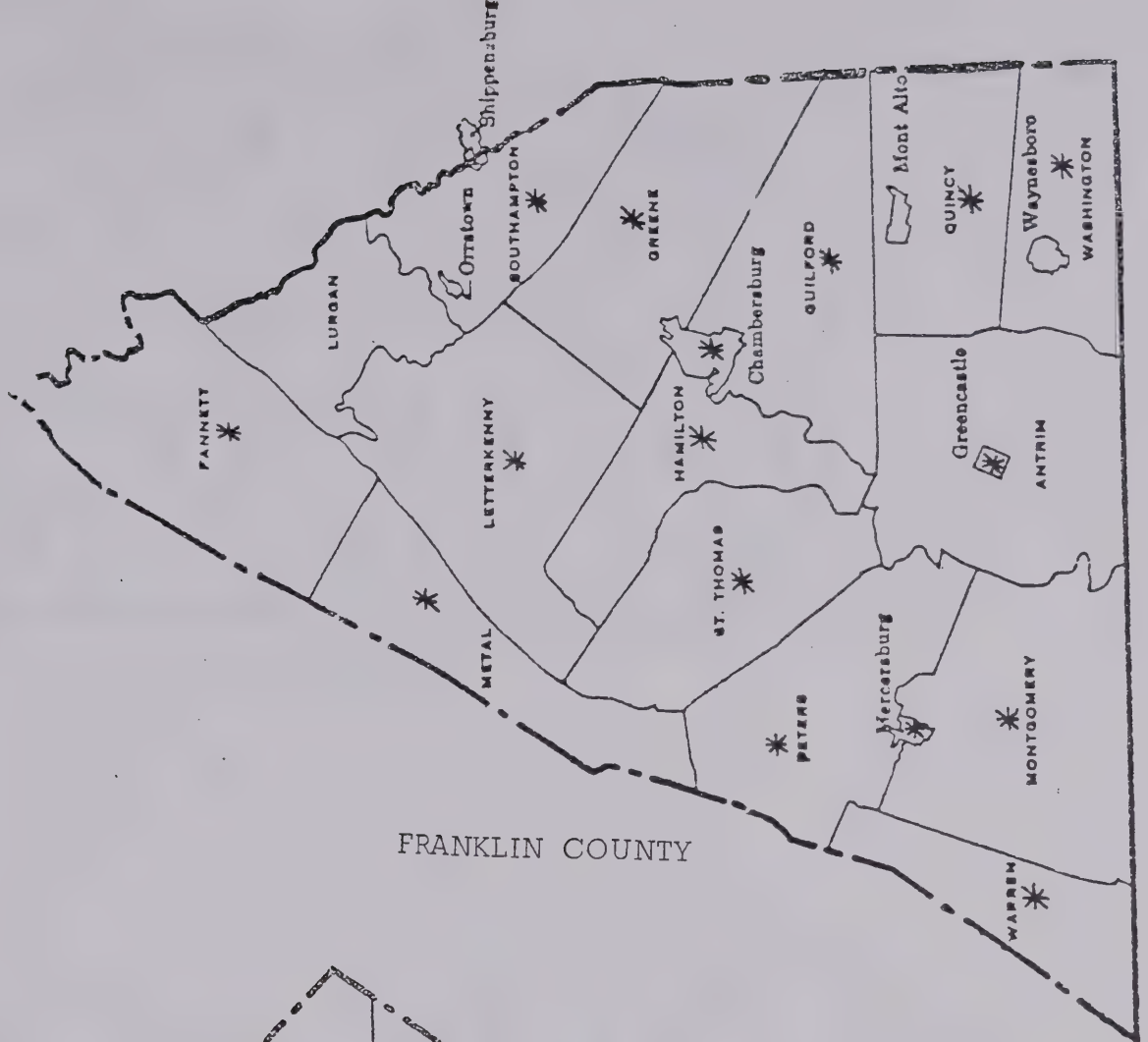


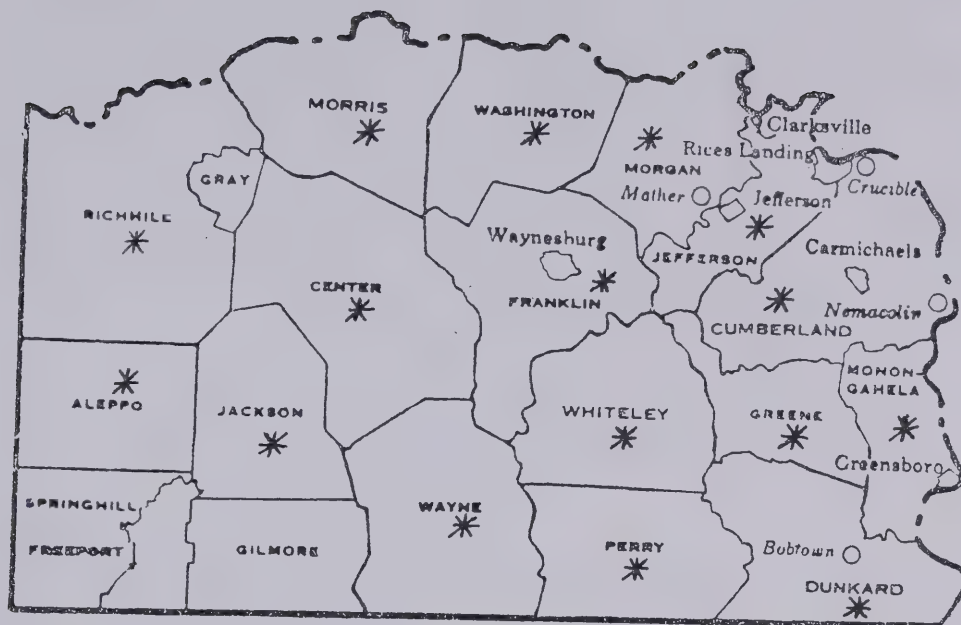
FOREST COUNTY

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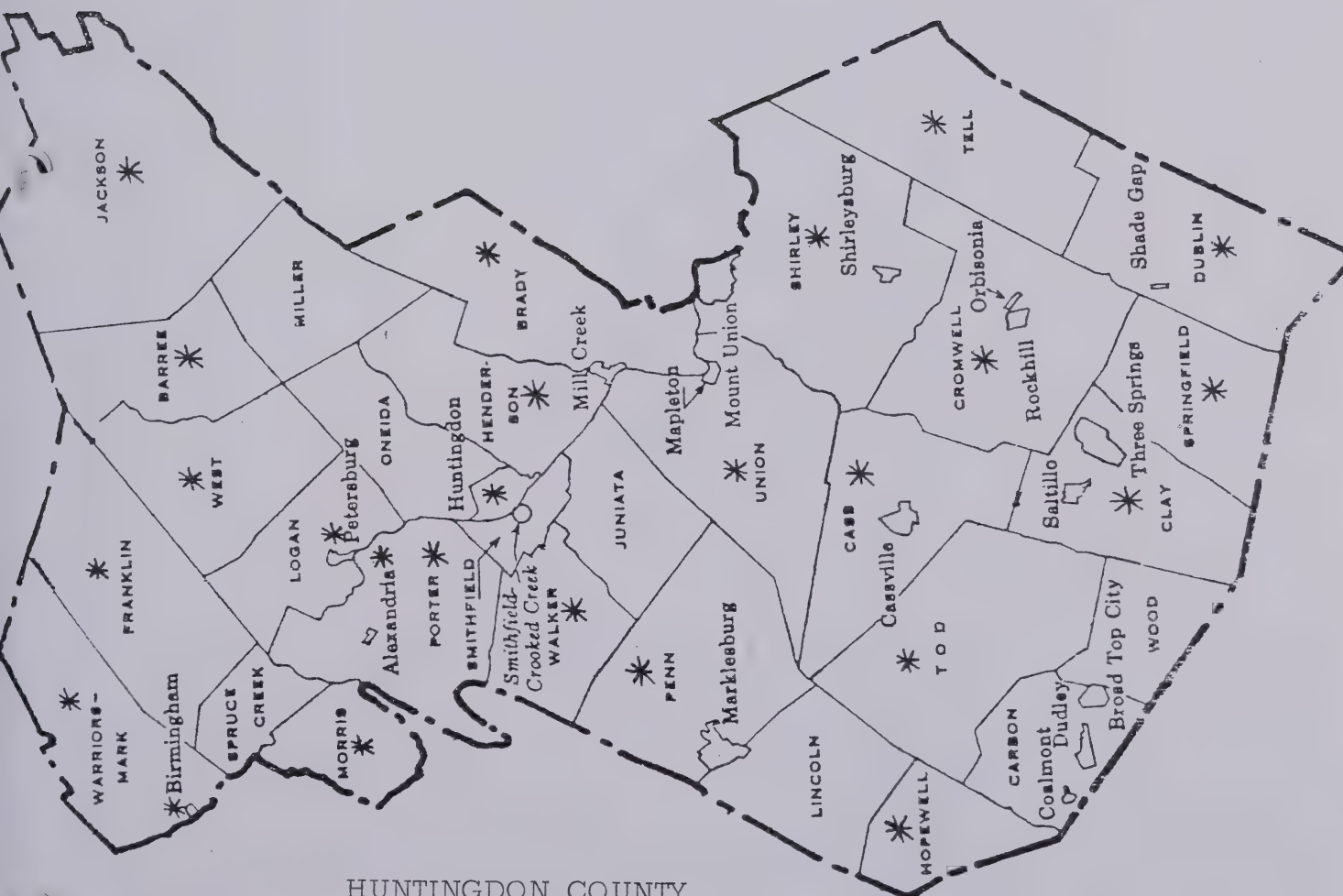
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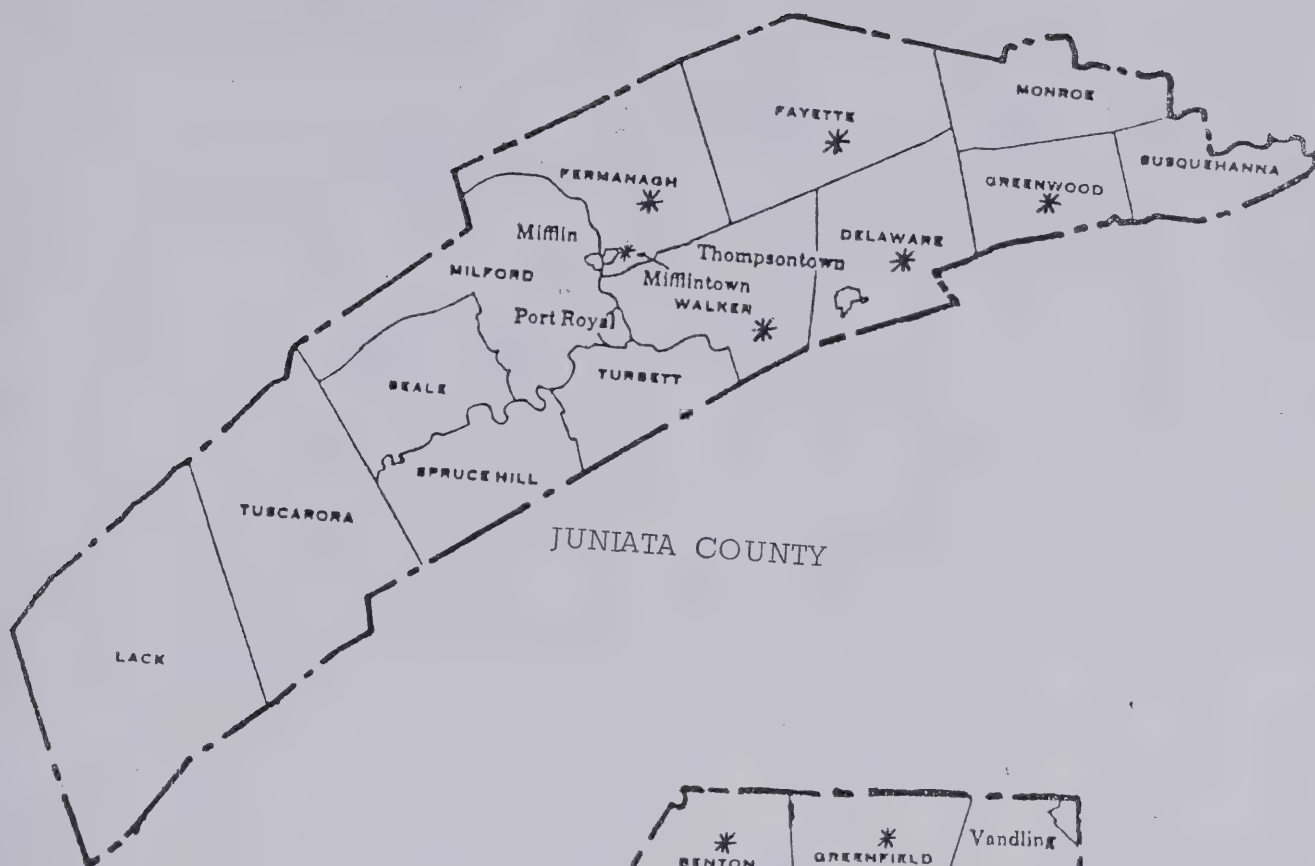




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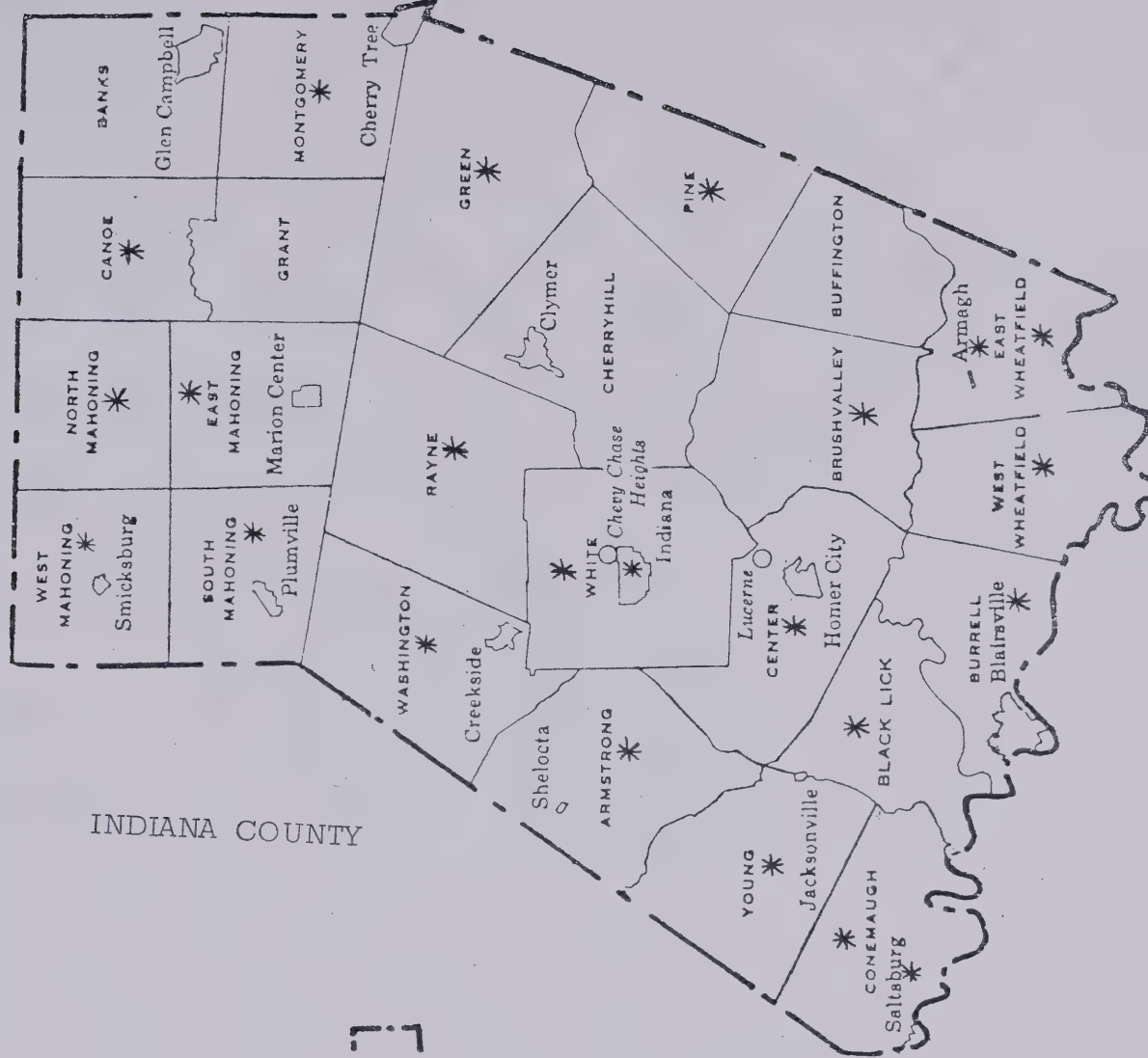
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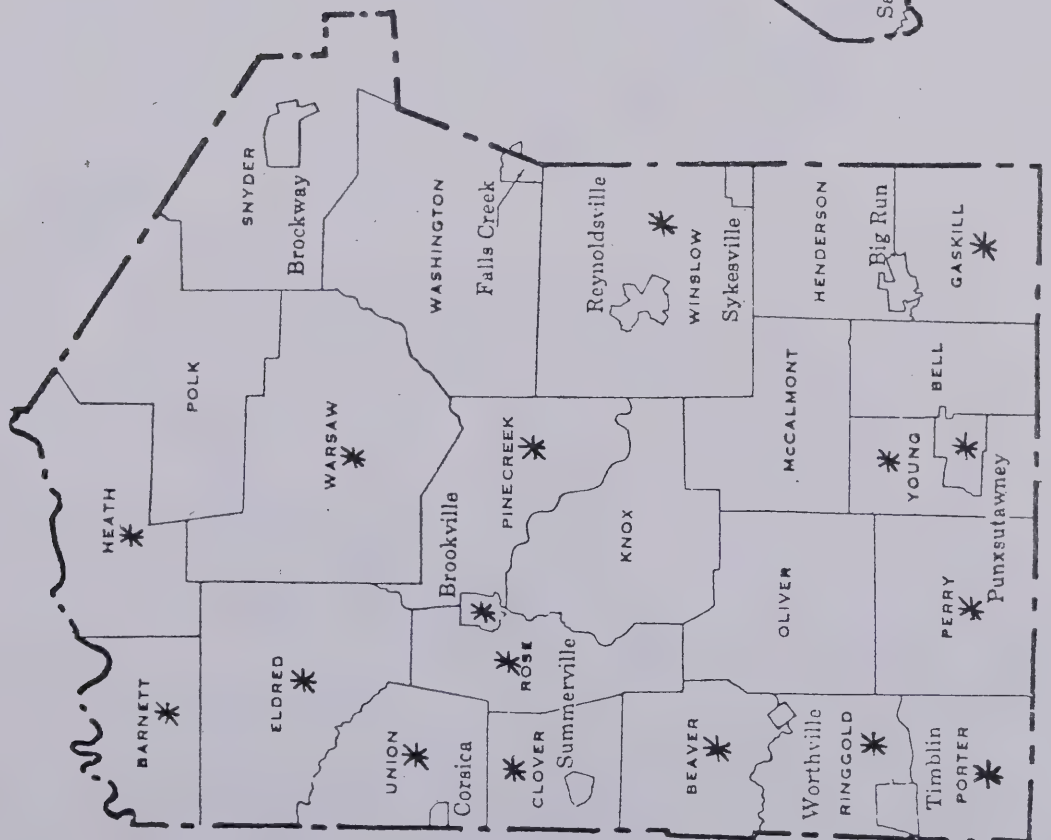
JUNIATA COUNTY



LACKAWANNA COUNTY



INDIANA COUNTY



JEFFERSON COUNTY

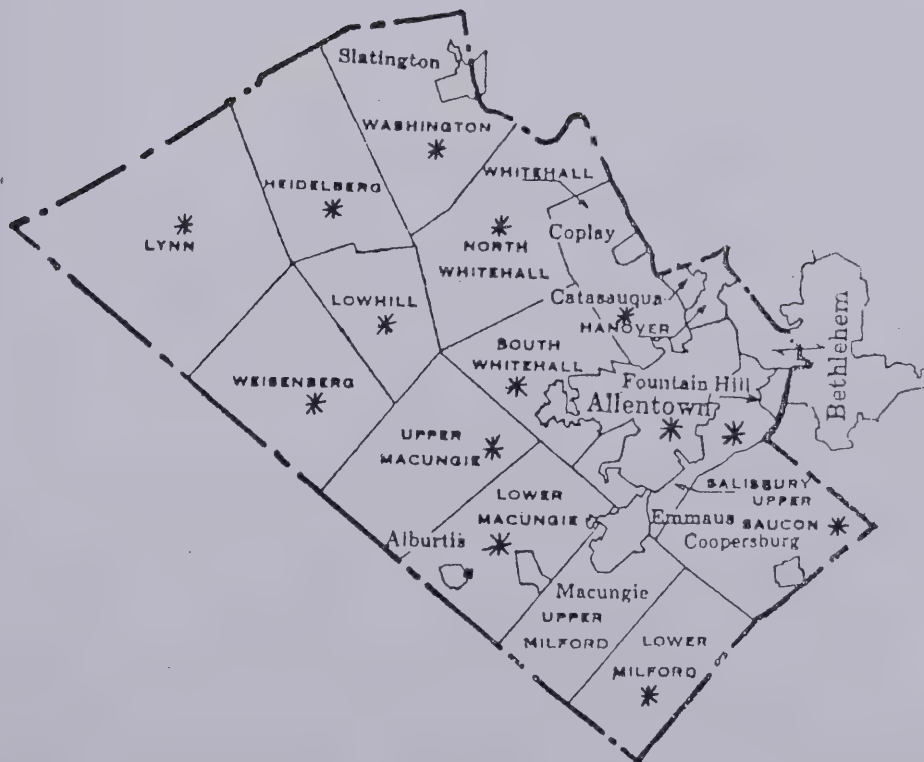
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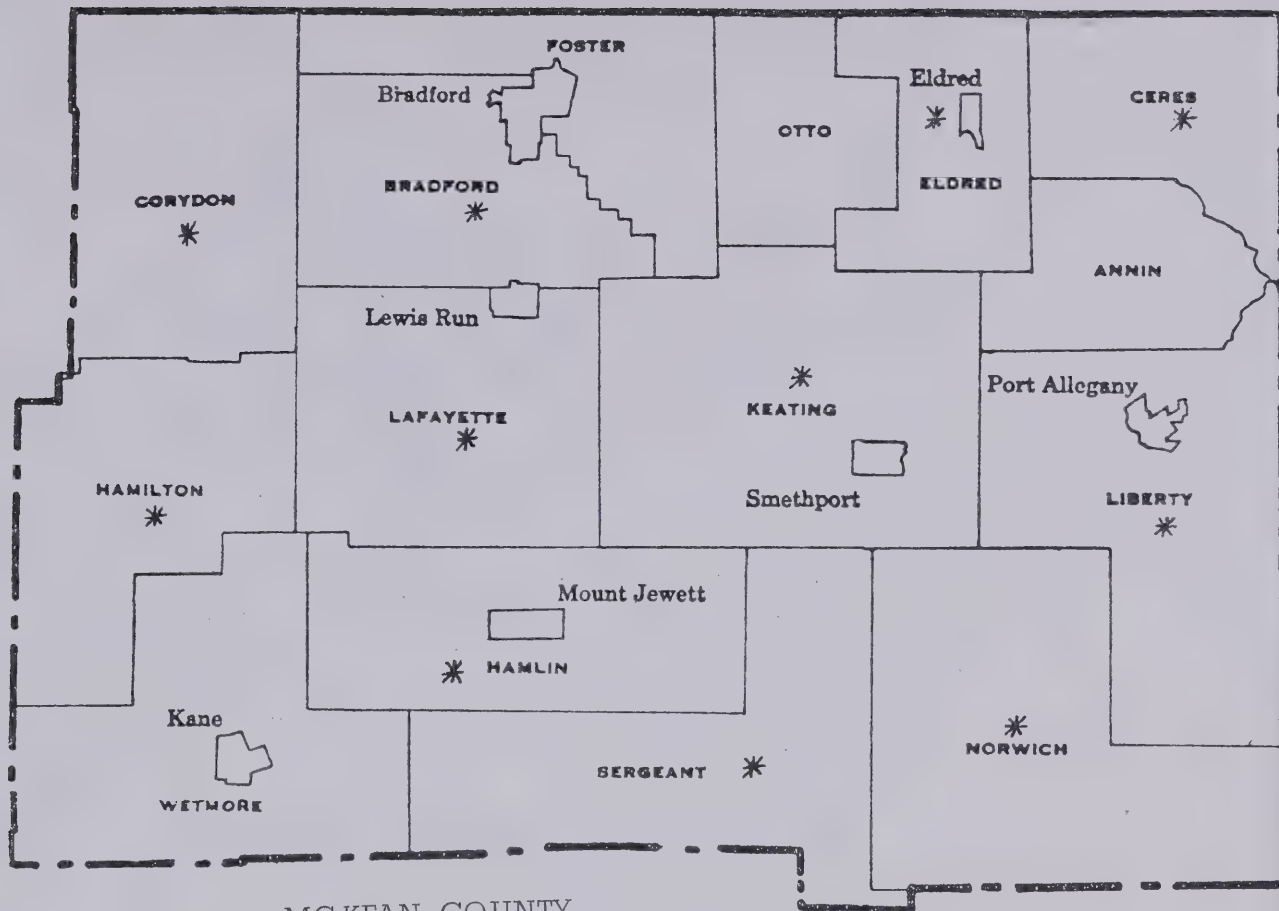
LEBANON COUNTY



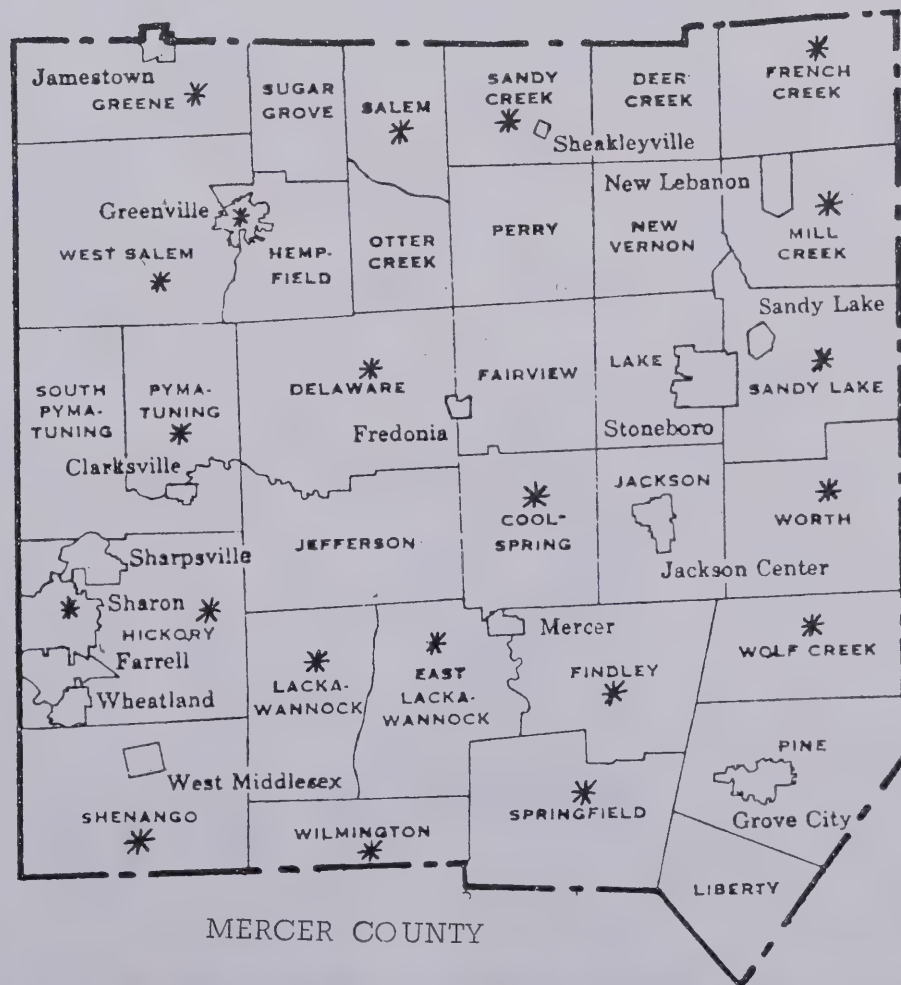
LEHIGH COUNTY



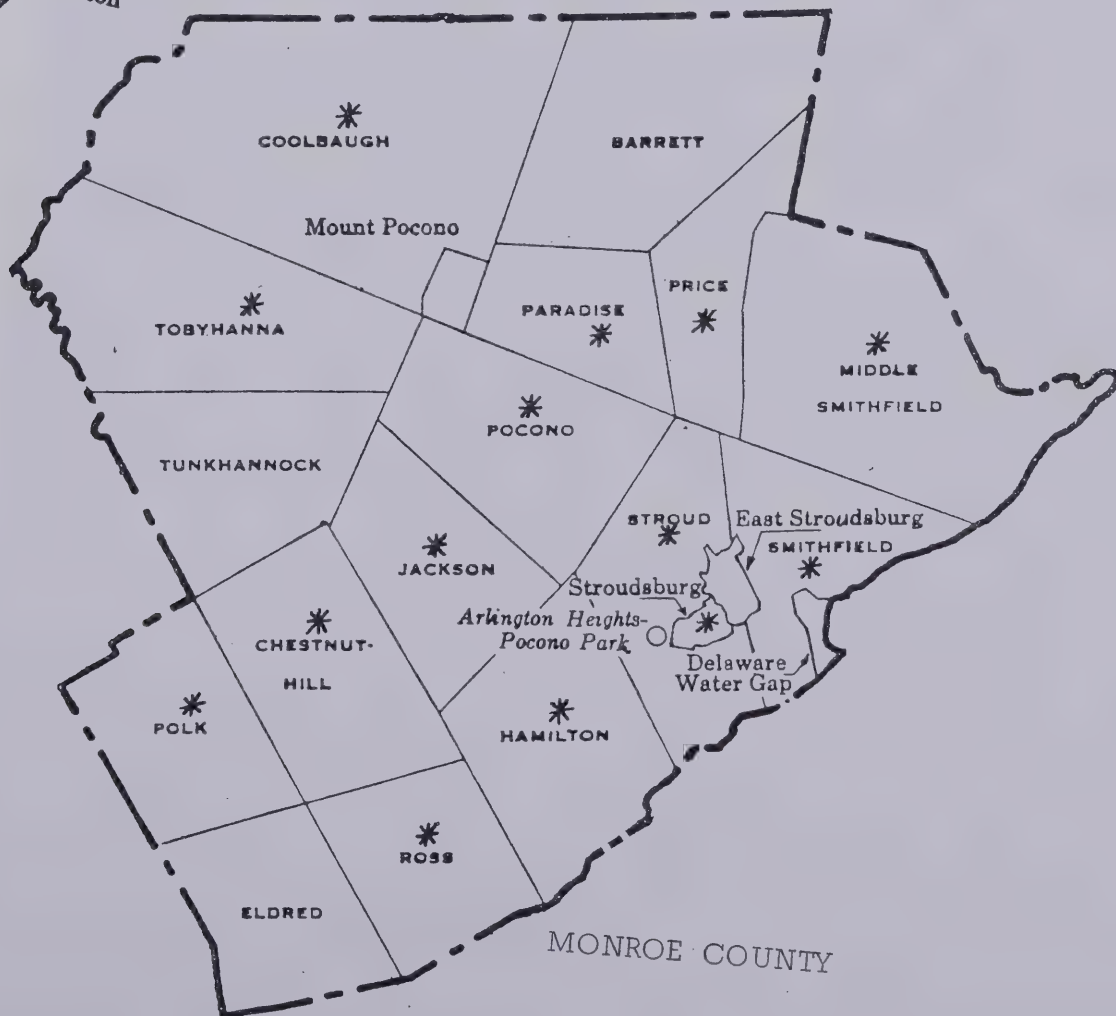
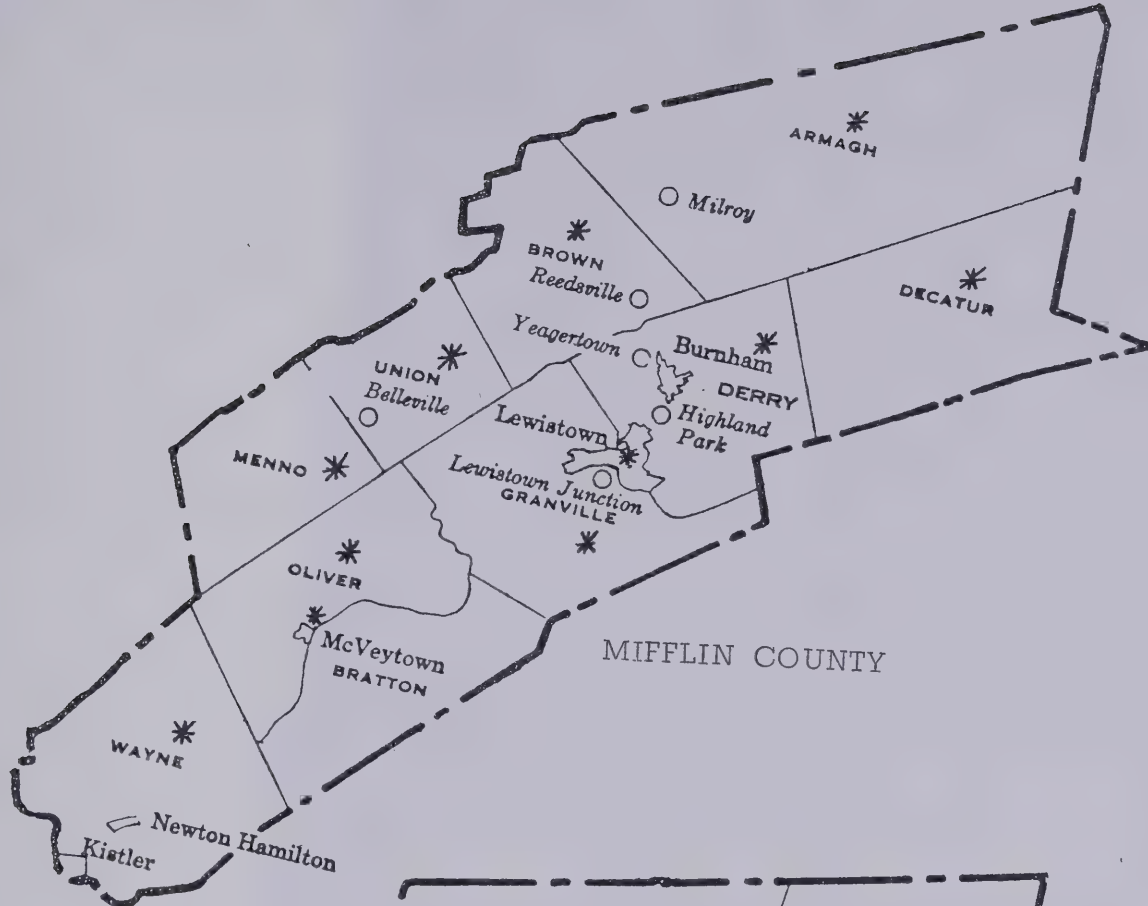
LUZERNE COUNTY

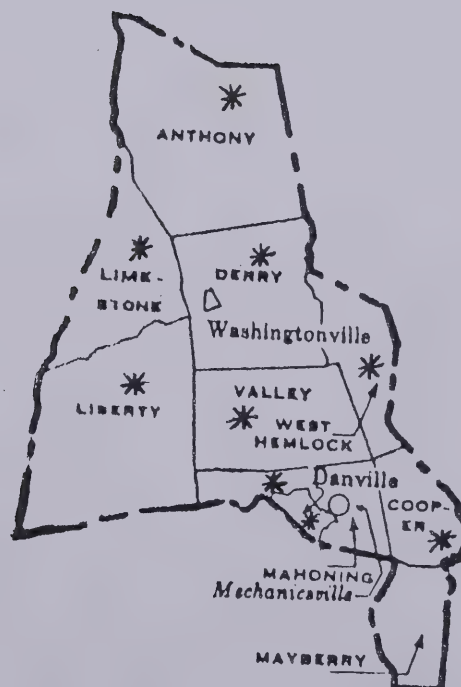


MC KEAN COUNTY



MERCER COUNTY

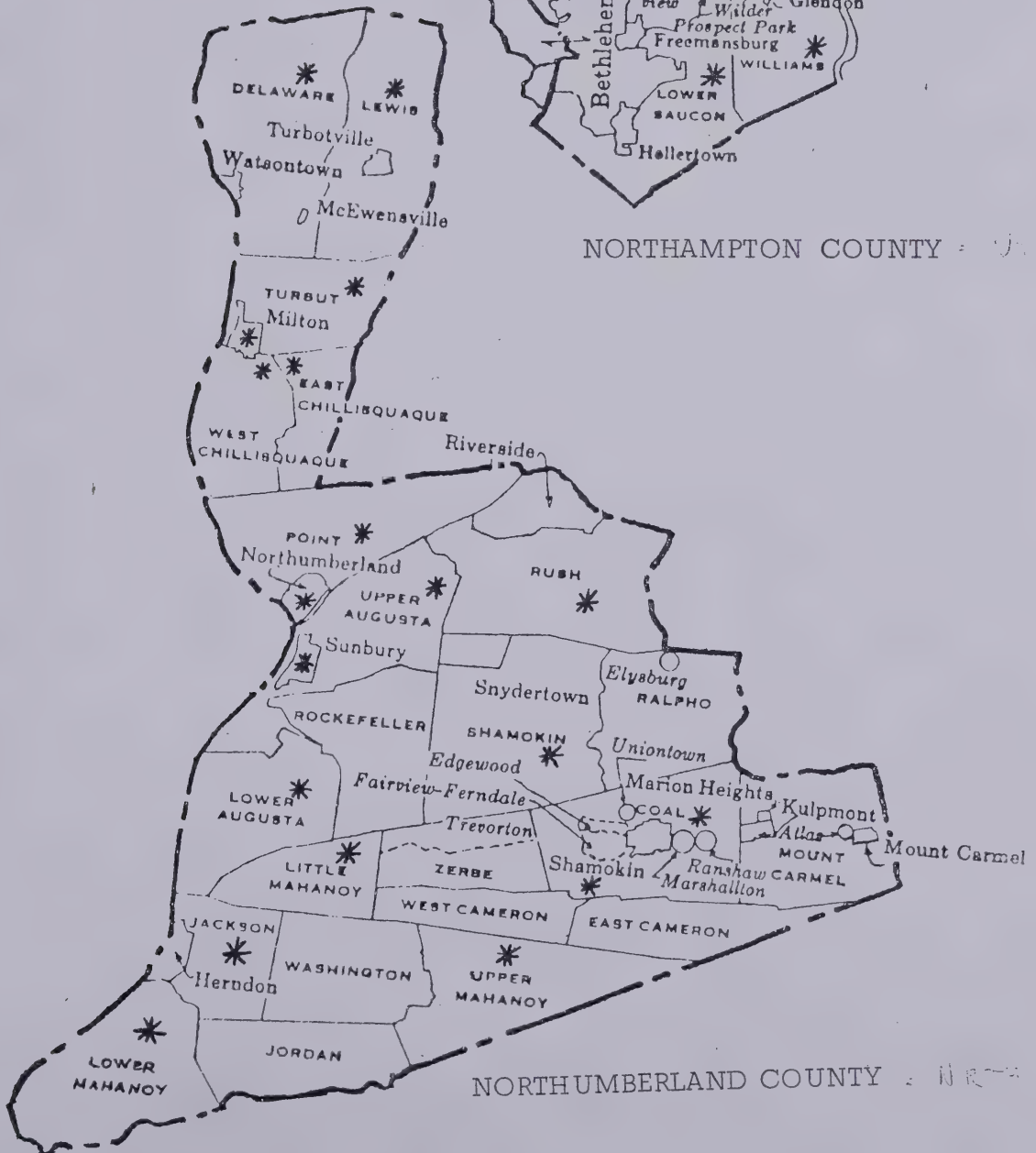




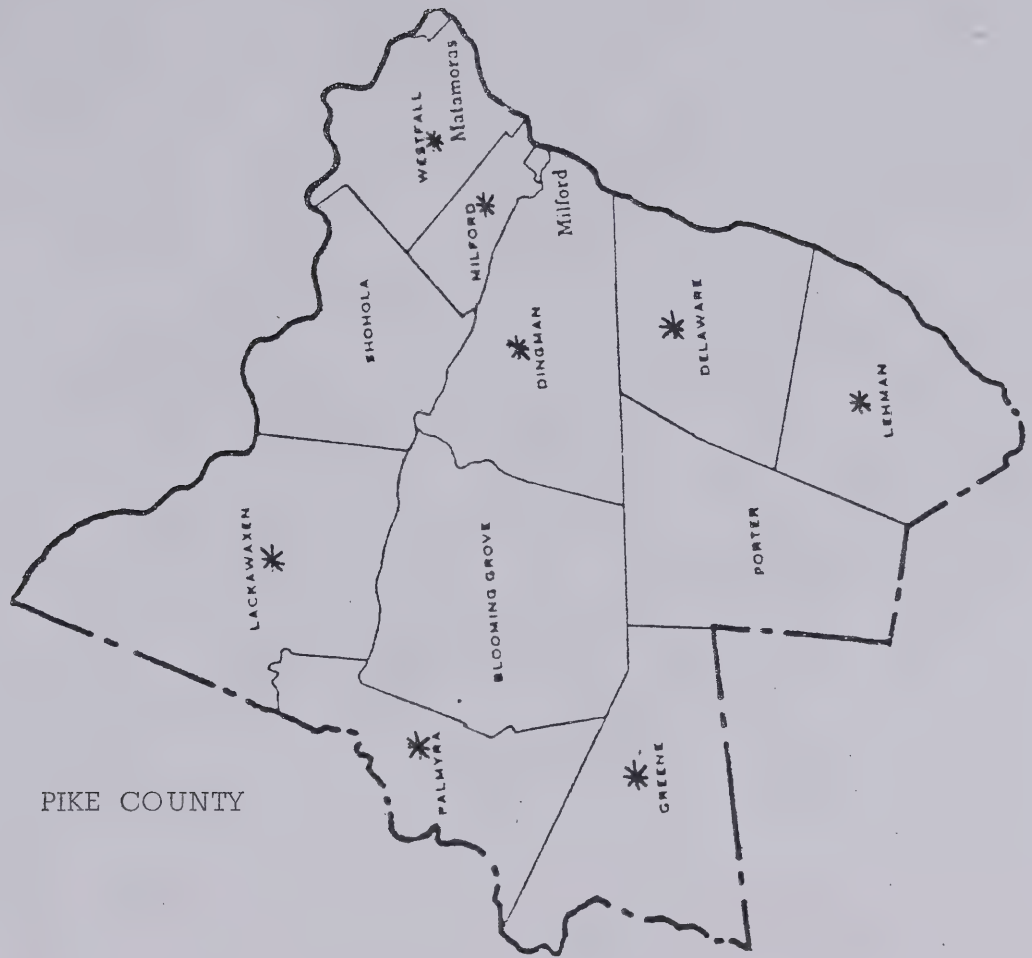
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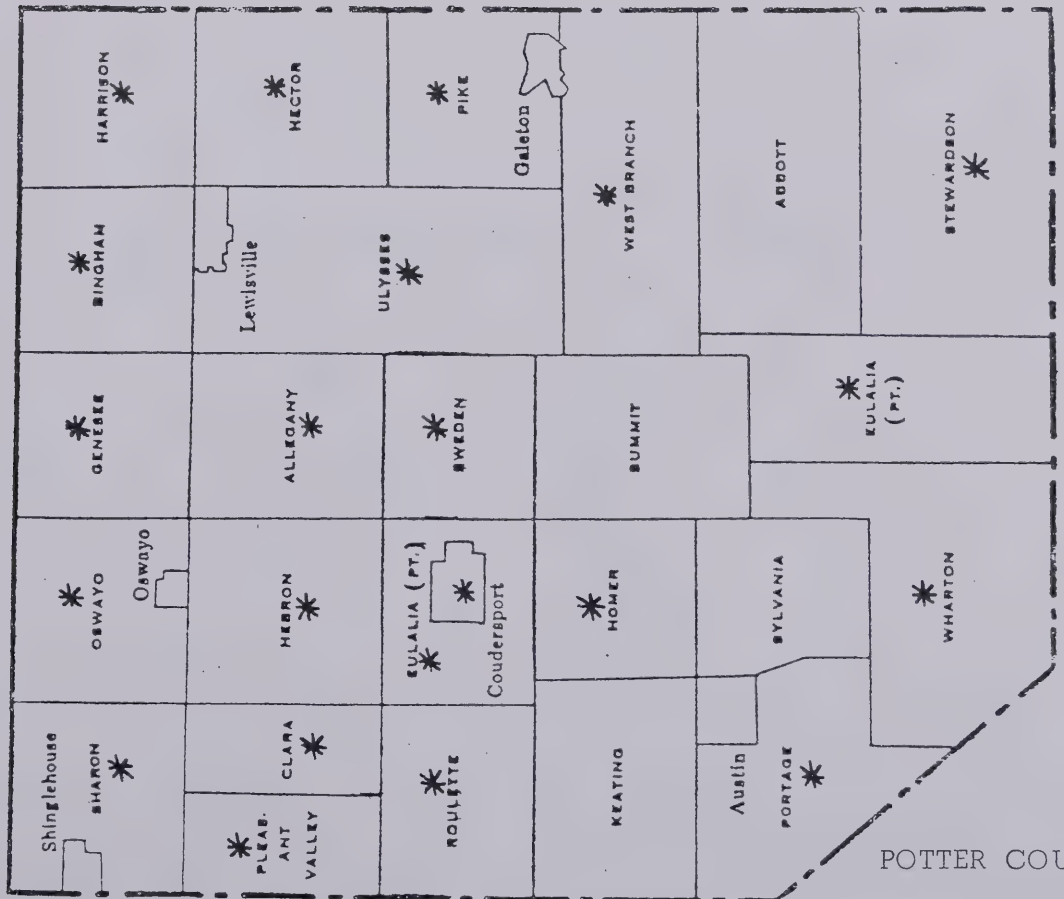
NORTHAMPTON COUNTY - PA



NORTHUMBERLAND COUNTY - PA



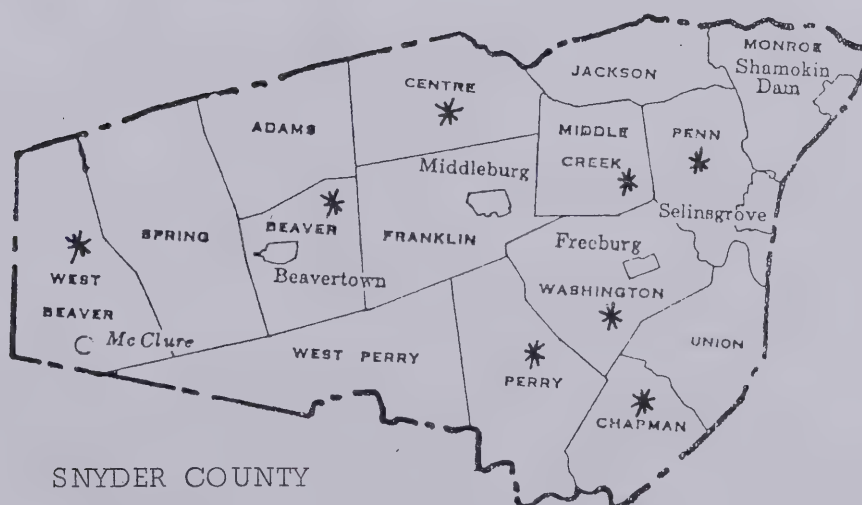
PIKE COUNTY



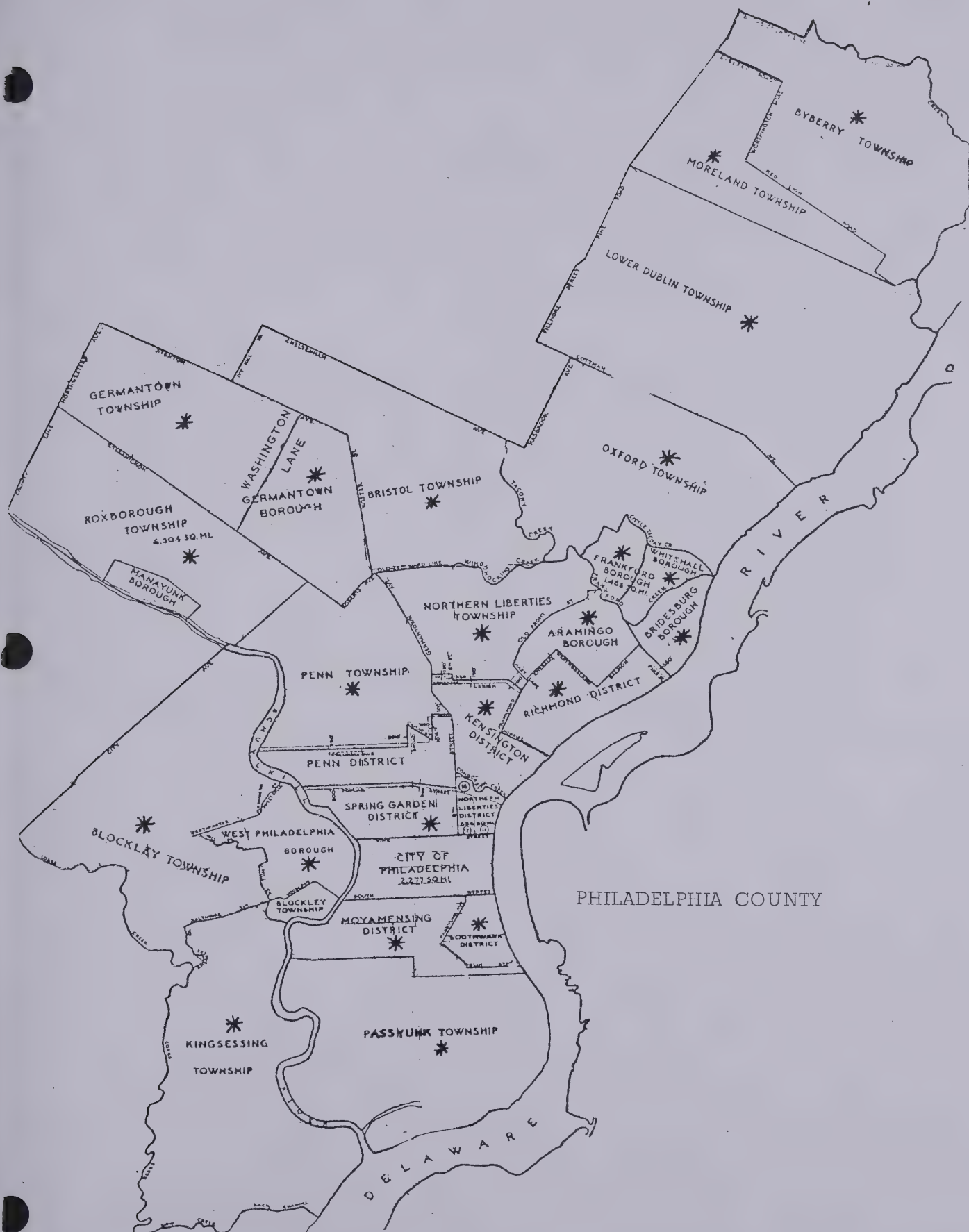
POTTER COUNTY

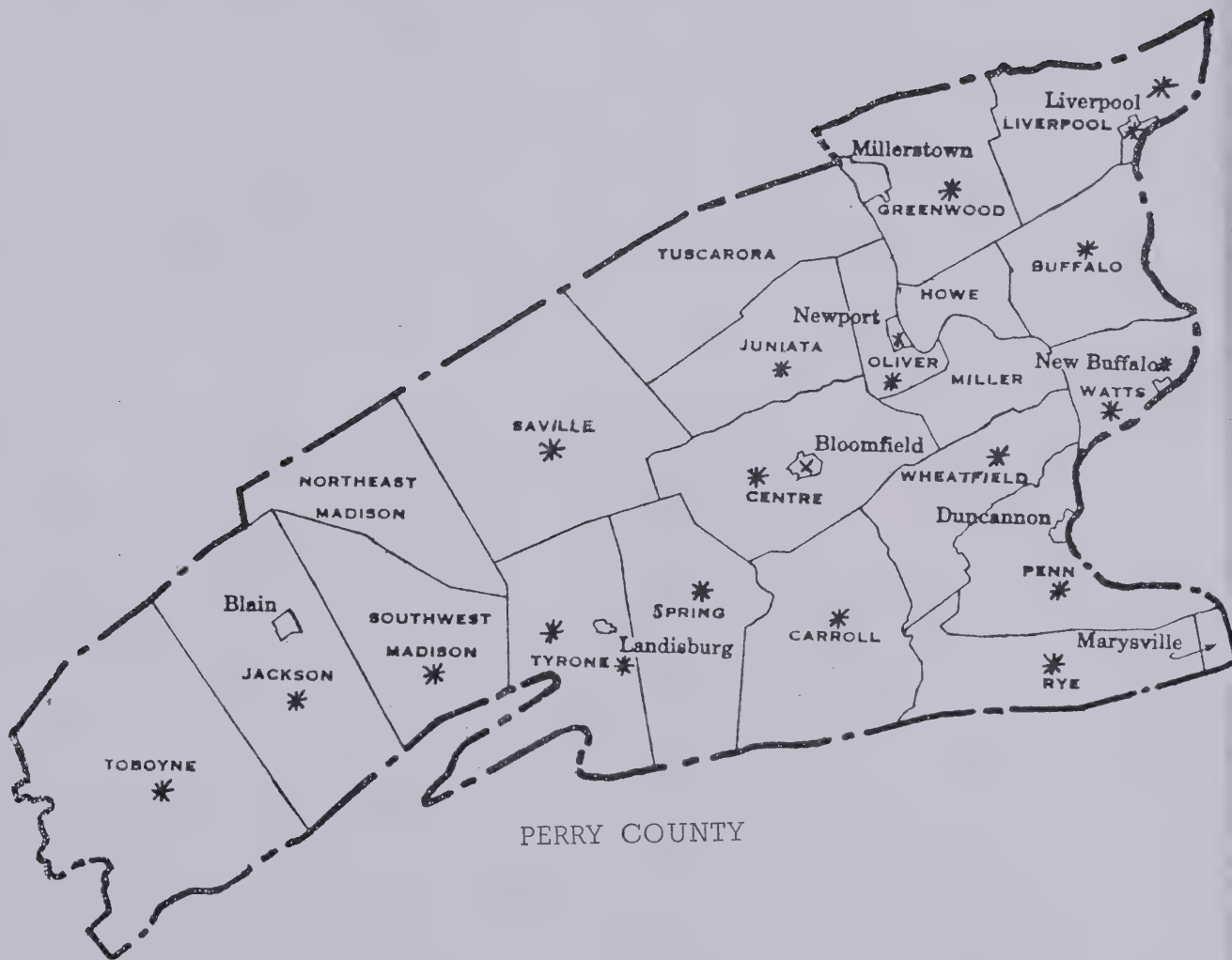


SCHUYLKILL COUNTY

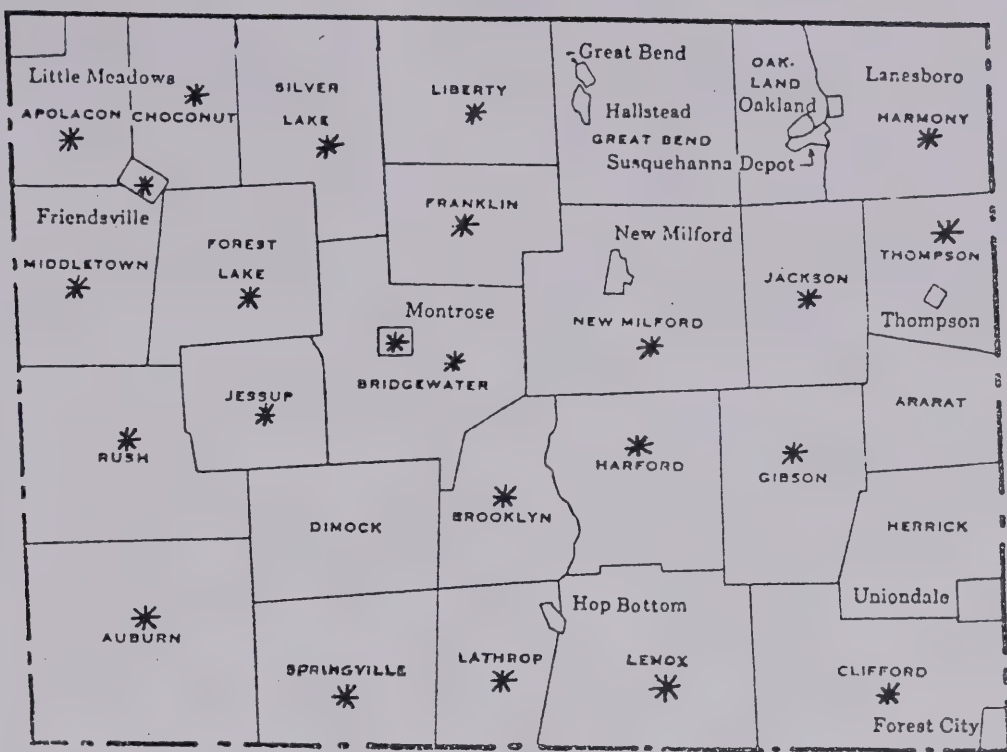


SNYDER COUNTY

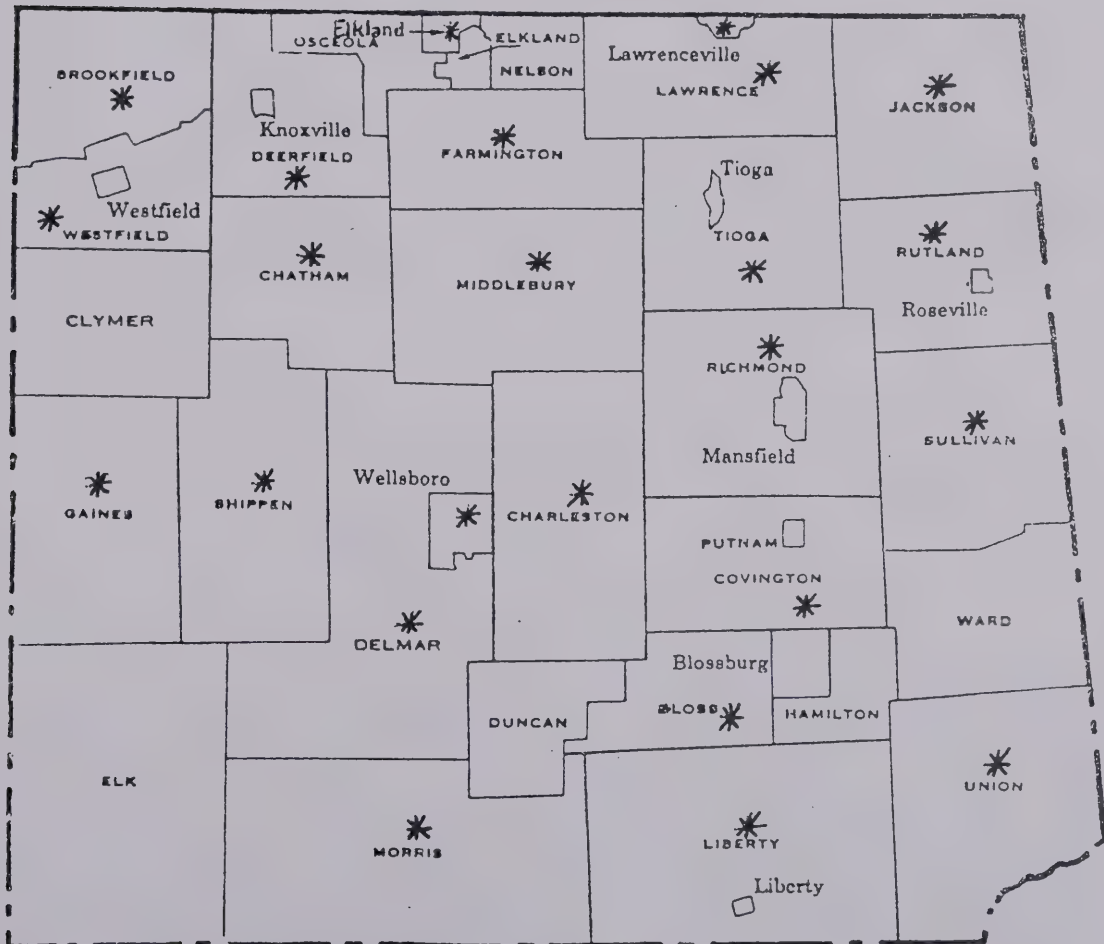




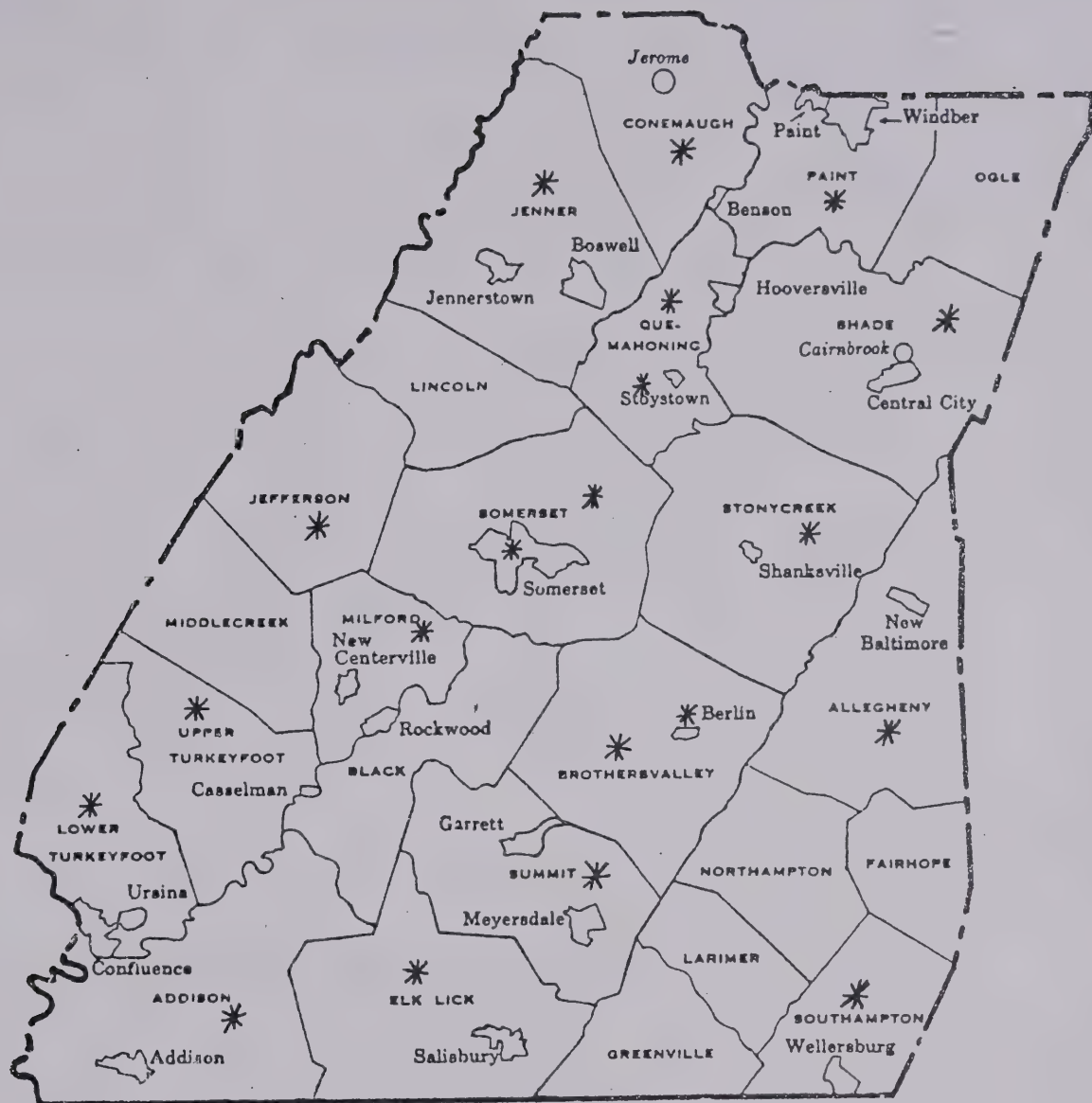
PERRY COUNTY



SUSQUEHANNA COUNTY



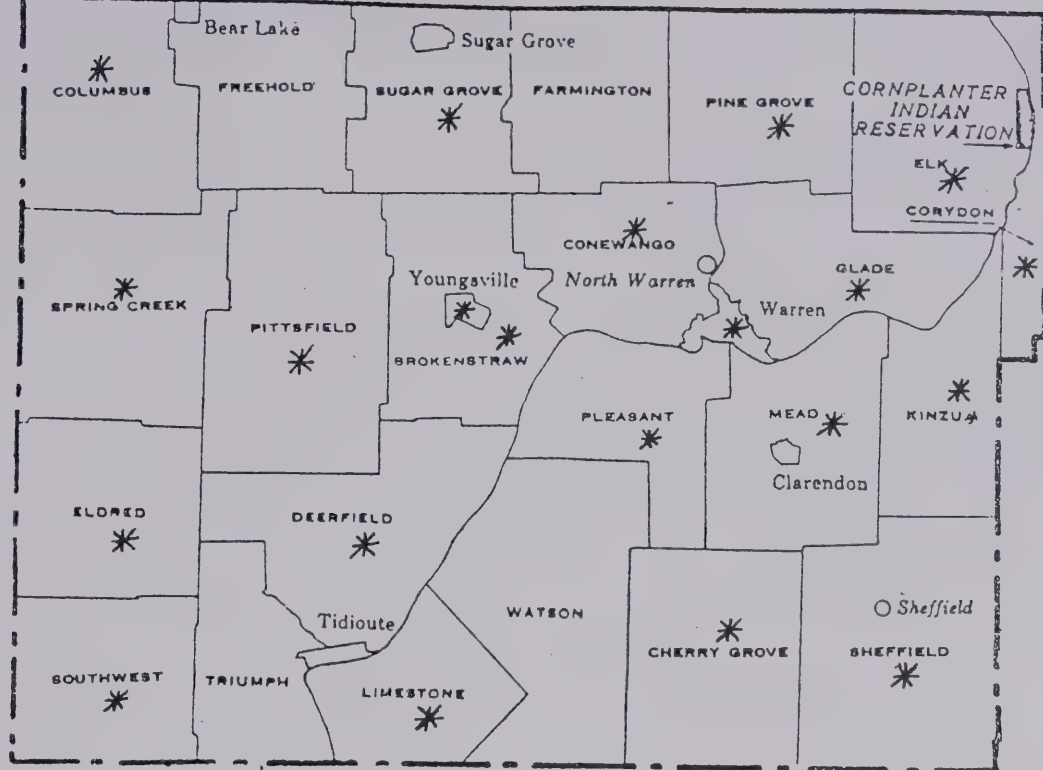
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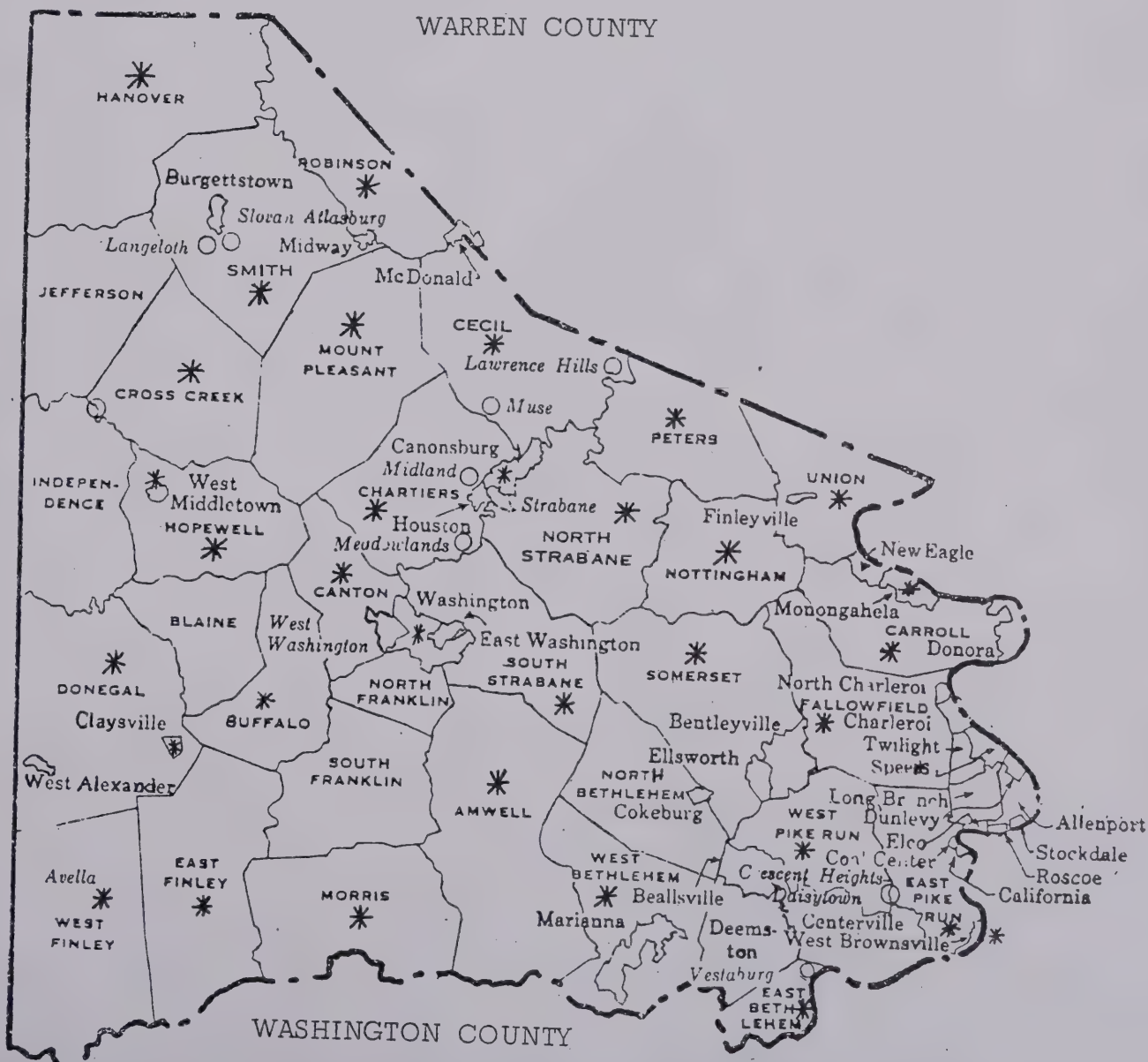
SOMERSET COUNTY

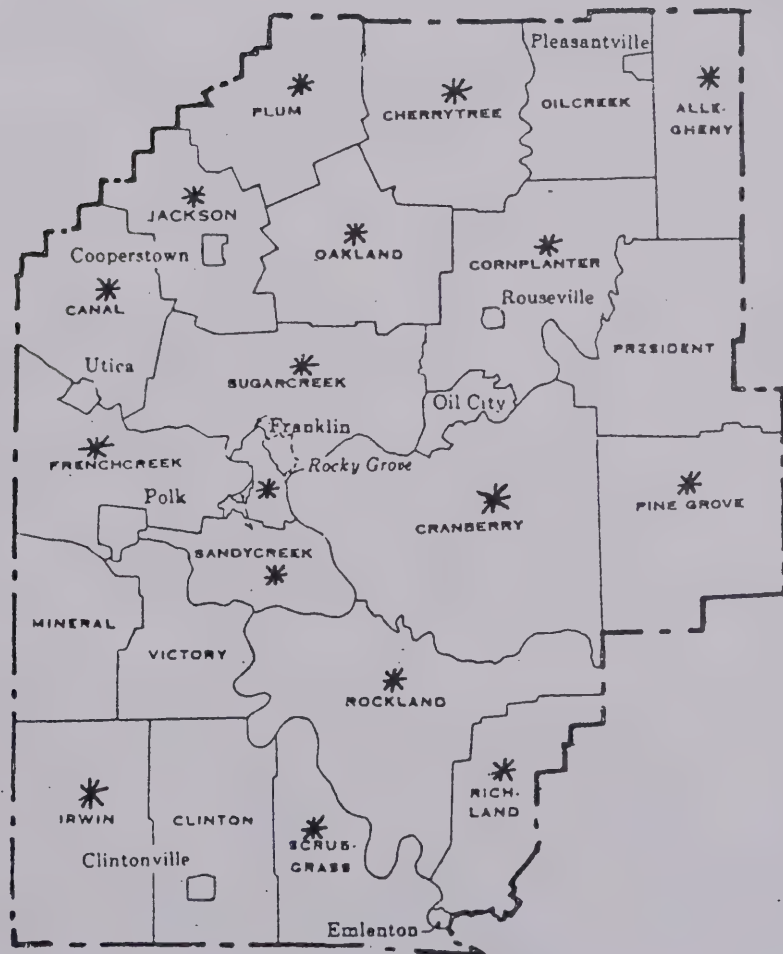


SULLIVAN COUNTY



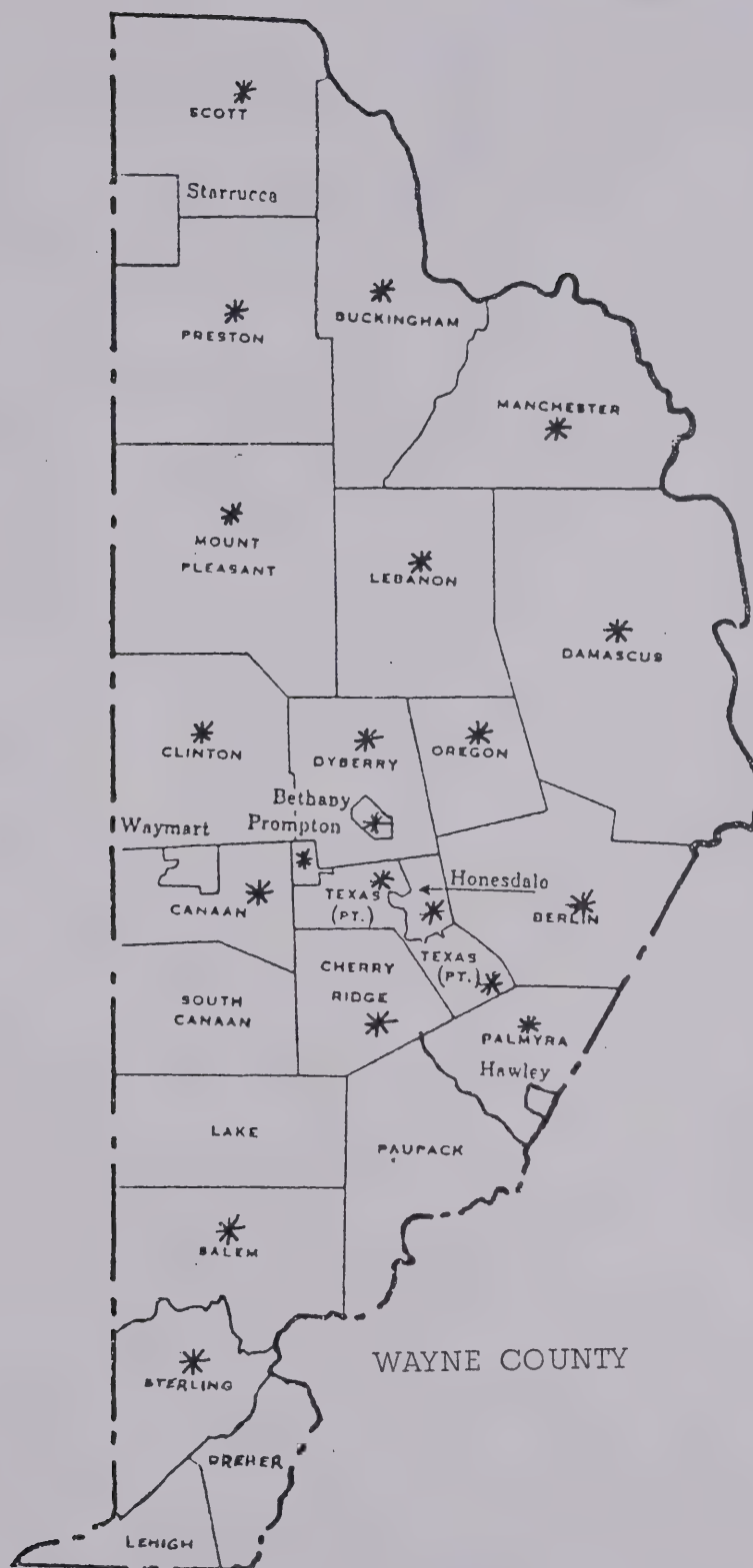
WARREN COUNTY





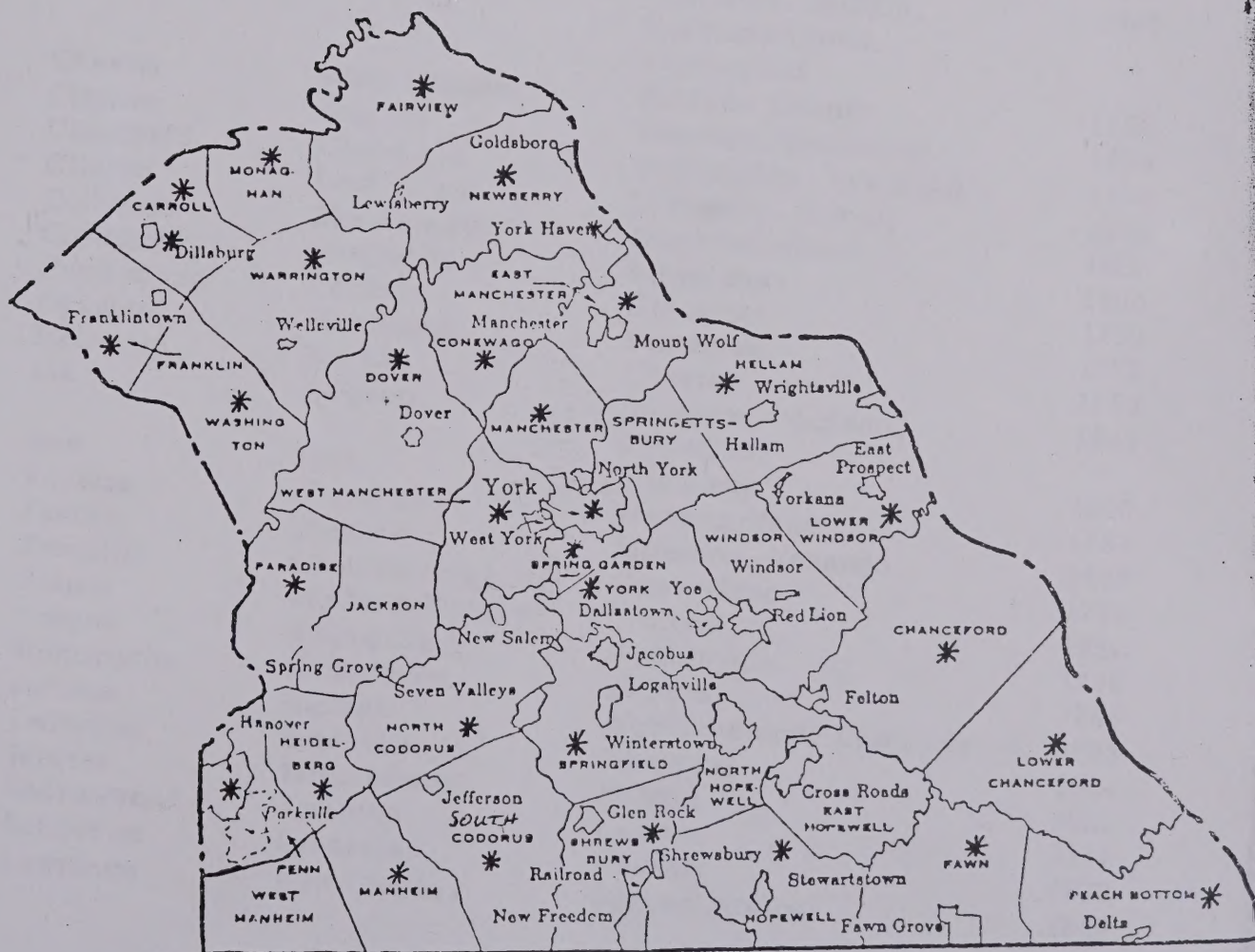


WESTMORELAND COUNTY



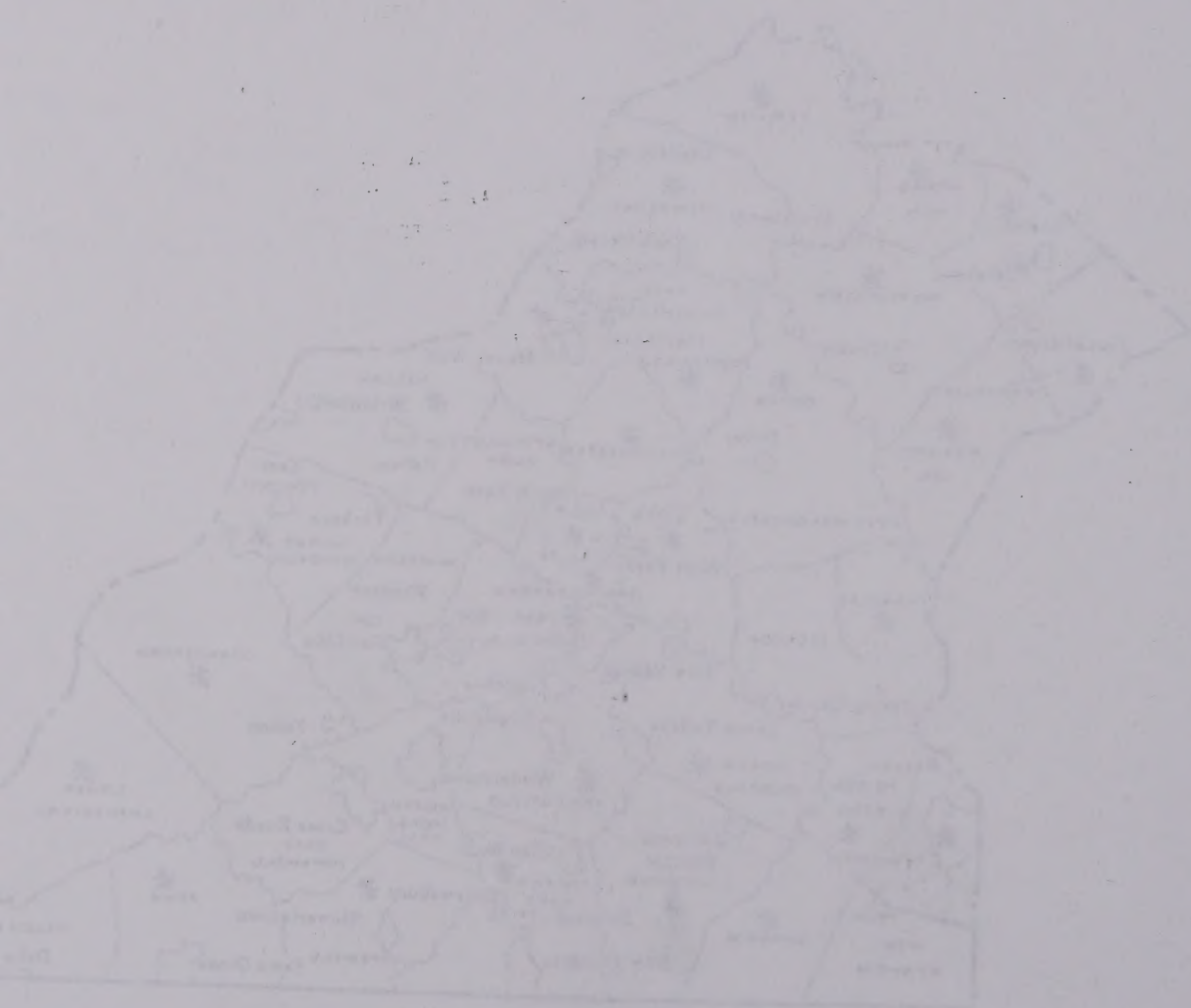
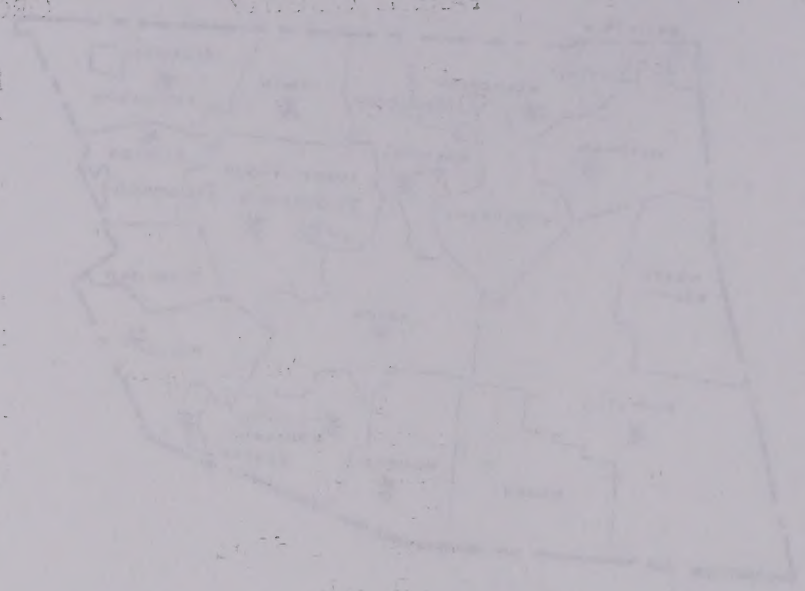


WYOMING COUNTY



YORK COUNTY

1890
1891



COUNTY	COUNTY SEAT	PARENT COUNTY	ORGANIZED
Adams	Gettysburg	York	1800
Allegheny	Pittsburg	Westmoreland, Washington	1788
Armstrong	Kittanning	Allegheny, Westmoreland Lycoming	1800
Beaver	Beaver	Allegheny, Washington	1800
Bedford	Bedford	Cumberland	1771
Berks	Reading	Bucks, Chester, Lancaster, Philadelphia	1752
Blair	Hollidaysburg	Huntingdon, Bedford	1846
Bradford	Towanda	Luzerne, Lycoming	1810
Bucks	Doylestown	Original County	1682
Butler	Butler	Allegheny	1800
Cambria	Ebensburg	Somerset, Bedford Huntingdon	1804
Cameron	Emporium	Clinton, Elk, McKean Potter	1860
Carbon	Jim Thorpe	Northampton, Monroe	1843
Centre	Bellefonte	Lycoming, Mifflin, Northumberland, Huntingdon	1800
Chester	West Chester	Original County	1682
Clarion	Clarion	Venango, Armstrong	1839
Clearfield	Clearfield	Huntingdon, Lycoming	1804
Clinton	Lock Haven	Lycoming, Centre	1839
Columbia	Bloomsburg	Northumberland	1813
Crawford	Meadville	Allegheny	1800
Cumberland	Carlisle	Lancaster	1750
Dauphin	Harrisburg	Lancaster	1785
Delaware	Media	Chester	1789
Elk	Ridgway	Jefferson, McKean, Clearfield	1843
Erie	Erie	Allegheny	1800
Fayette	Uniontown	Westmoreland	1783
Forest	Tionesta	Jefferson, Venango	1848
Franklin	Chambersburg	Cumberland	1784
Fulton	McConnellsburg	Bedford	1851
Greene	Waynesburg	Washington	1796
Huntingdon	Huntingdon	Bedford	1787
Indiana	Indiana	Westmoreland, Lycoming	1803
Jefferson	Brookville	Lycoming	1804
Juniata	Mifflintown	Mifflin	1831
Lackawanna	Scranton	Luzerne	1878
Lancaster	Lancaster	Chester	1729
Lawrence	New Castle	Beaver, Mercer	1849

